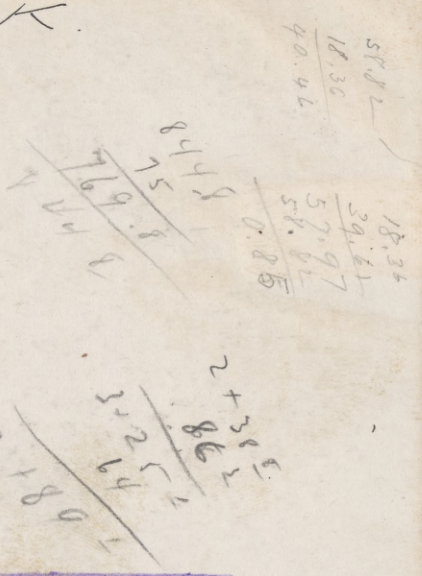
W. P. R. R.
T-7

TRANSIT BOOK

14.113.0129

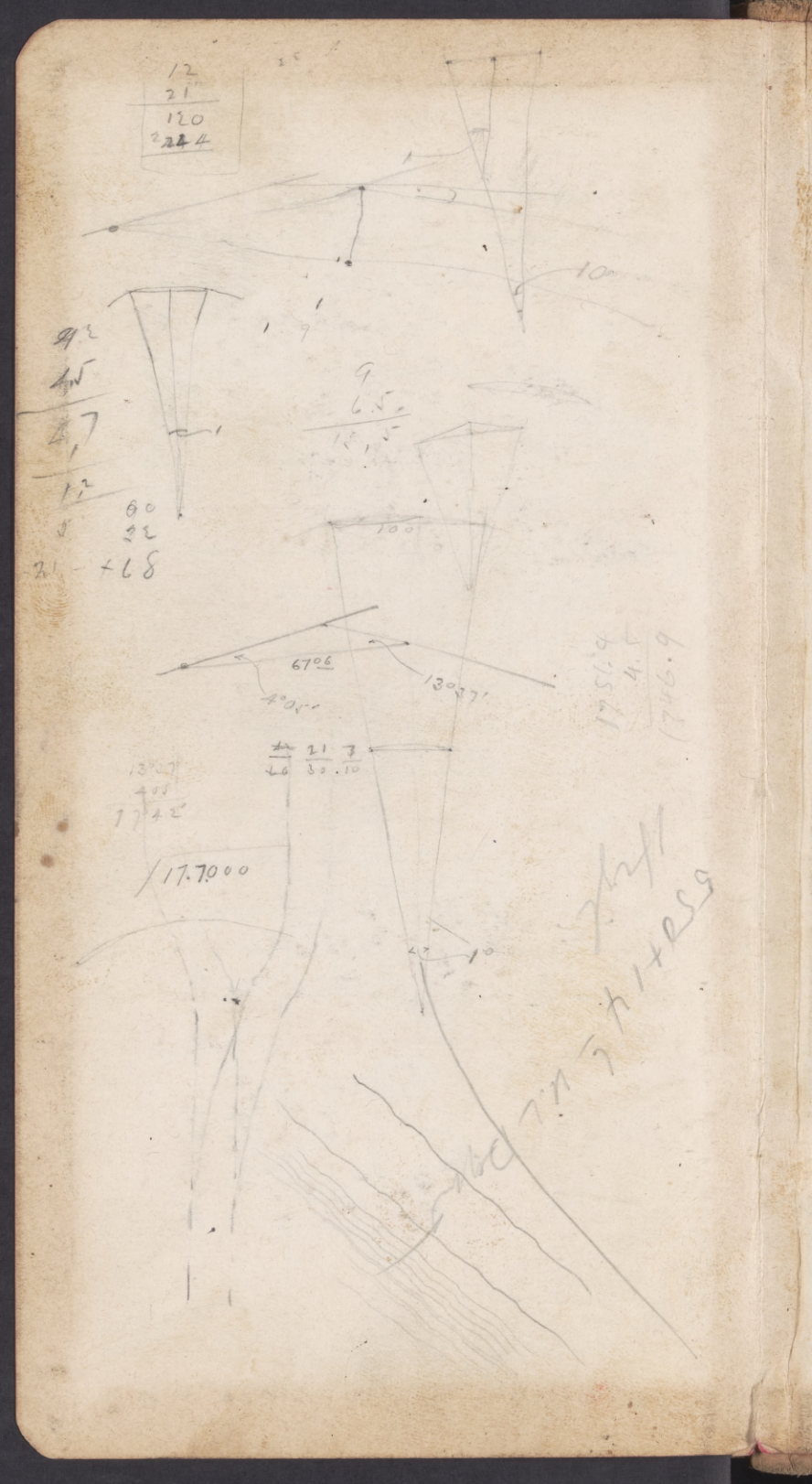
O. K.



No. 43261
MADE BY
Hicks-Judd Company
Bookbinders, Printers
Loose Leaf Systems
[illegible] First St. San Francisco
Give above number when ordering
Duplicate

345+64.3 - W.L. Depot
Larkspur.

(340 - 342+50)



Add

the old ℄ as shown
was probably the ℄ of old standard
gauge and not the ℄ of narrow gauge which
would be ℄ of right of way for ducts

[illegible]
10/19/28

A.N. Ll

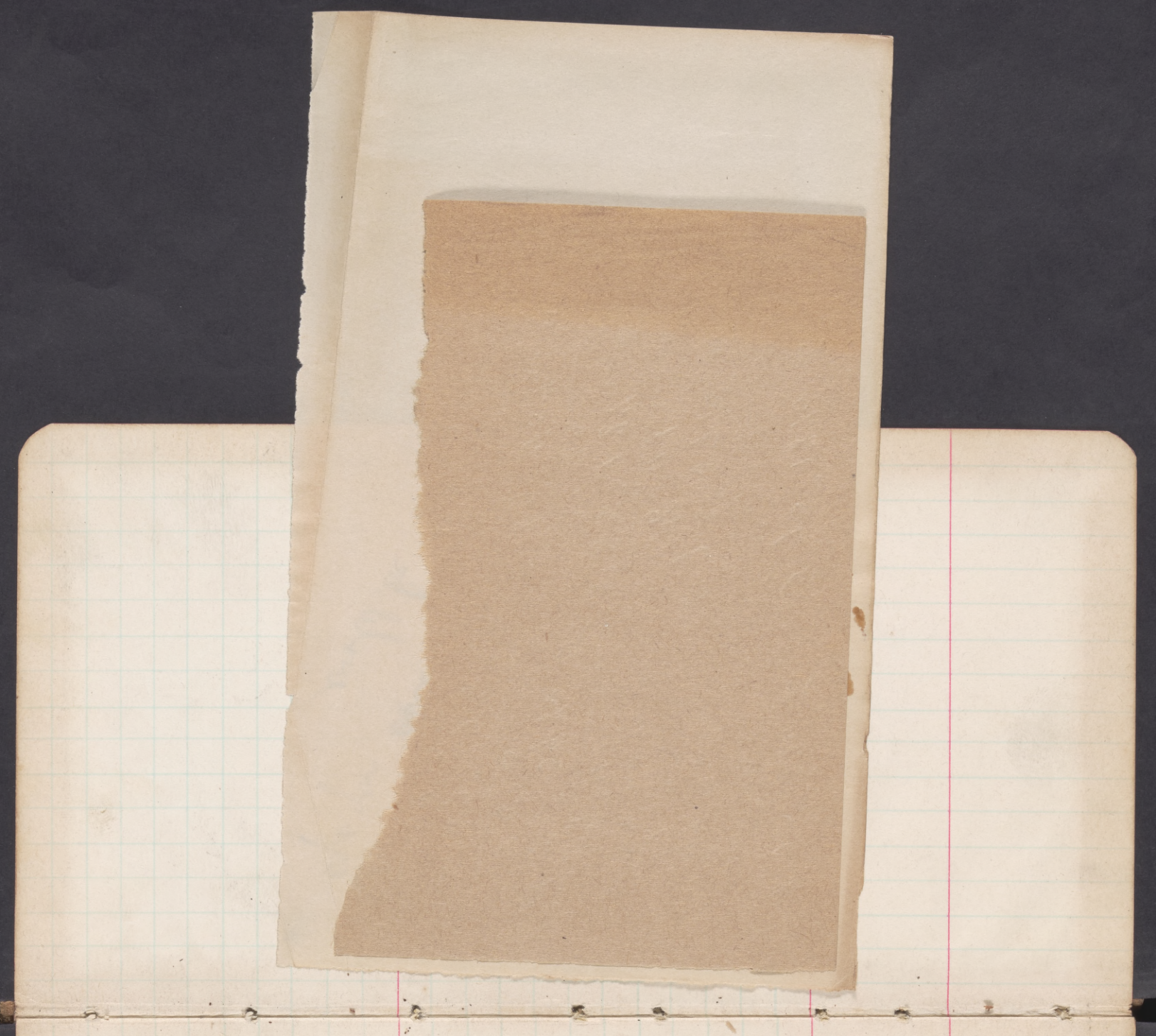
the old ℄ as shown
was probably the ℄ of old standard
gauge and the ℄ of narrow gauge when
would be ℄ of right of way for ducts

[illegible]
10/19/28

S 70° 18½ E
5°36
64.42½
17.42
S 82 24½ E
29°45
S 52° 39½ E
15°02
S 37° 37½ E
16.72
S

S 70° 18½ E
3 19
S 73° 37½ E
8 47
S 82° 18½ E
5° 32
S 87 50½ E
4800

LOGGIN



Index

Milani	✓ Spur for W. A. Adler	39-40
Manor	✓ Cross Sections over Creek	41-44
Fairfax	✓ Extension of Spur	(45)
Sausalito	✓ 2degree Curve at Johnson St	(46)
B. St. - West End.	- Exposed Power Rail ✓	(47)
Larkspur Cross Sections.	✓	(48)
Highland Sta. Plan.	✓	(50)
Sears Point.	✓	(51-52)
Steamer Ukiah : Boat Measurements		✓53
" Sausalito : "	"	✓54
" Cazadero : "	"	✓55
Sausalito : Slip No 1	"	✓ 56
Ridgewood : Temp. Spur (east of R.) for Highway Commission		57-58
Hillpass - Siding : Steel in.		59
San Anselmo - San Rafael : Realignment Sept. 1914	✓	60-62
West - End to Shaver St. : Sta. Plan Notes.	✓	63-65

Index of T. No. 7"

			Page
San Anselmo - West End		Realignment and Double Tracking.	1-5
Fairfax Manor to Pacheco		Cross Sections	7-8
Baltimore Park		" " for Shelter Shed.	9
Fairfax Manor to Pacheco		Realignment.	10-11
San Anselmo	✓	Realignment. Curve of.	12
Manor	✓	Prop. Spur : Line, Levels & X Sections.	13÷14
"	✓	Location of New Depot.	13
Sausalito	✓	Location of Yacht Club.	16
Belvedere	✓	" of Wharf, Boathouse and Bell-Buoy.	17÷19
Fountain - Hopland	✓	: Fences and County-Road	20-24
Larkspur	✓	Location Creek and Slough	25-36
Marconi	✓	Location Fishermens Shantico.	37-38
Milani	✓	Spur for W. A. Adler	39-40

+17¹ Cattle Gard 16-G.

525

+67² Cattle Gard 16-E.

524

523

522 +98⁰ Heel } Frog. #9.
+91⁵ P. }
+07² E.C.

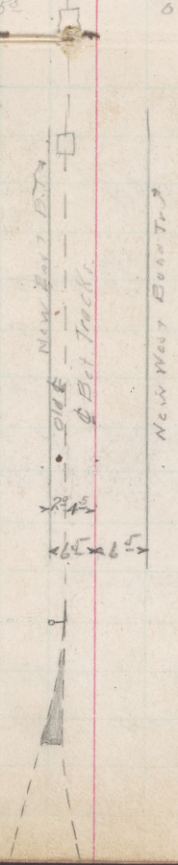
521 +57² P.R.C.
+07² B.C. 4° Curve Lt. (6⁵ Lt of ℄)

520 Δ 4⁵ Rt of ℄ B.G. Track. = 520 ℄ Between. Track 13° C to C.

519+72³ Pt. S.W. (See M.W. 1071) (Map Westend San Anselmo)

521+08² New

	15²	15⁵	00		15⁵	
	+0⁹ / 16⁴	+0⁹ / 15⁵		+0⁹ / 00	+1⁴ / 15⁵	+1⁵ / 17⁰
	+1⁵ / 17⁰	+1⁵ / 15⁵		+0⁹ / 00	+0⁴ / 15⁵	+0⁵ / 16⁰
	-1⁰ / 16⁵	-1² / 15⁵		+0⁹ / 00	00 / 15⁵	
	-1⁷ / 18⁰	-2⁰ / 15⁵		+0⁹ / 00	-3⁰ / 15⁵	-2⁶ / 19⁴
	-1⁰ / 17⁰	-1⁰ / 15⁵		+0⁹ / 00	-3⁰ / 15⁵	-3² / 20³
				00 / 15⁵	+0⁹ / 00 ℄	-3⁶ / 15⁵	-3⁸ / 21²



San Anselmo to West End — Apr. 17-1913 — ①

Rt.

Sta.	Notes	Left	Left	Left	Right	Right	Right	Right
	$+06^{27}$ B.C. T-2							
532		$\frac{-2^{4}}{19^{1}}$	$\frac{-1^{9}}{15^{5}}$	$\frac{+0^{9}}{00}$	$\frac{-1^{5}}{15^{5}}$	foot of wall 17^{5}	$\frac{-3^{6}}{20^{9}}$	fence 22^{8} — P.I. $9°46'$
531		$\frac{-3^{0}}{20}$	$\frac{-2^{4}}{15^{6}}$		$\frac{+0^{9}}{00}$	$\frac{-3^{6}}{15^{5}}$	$\frac{-3^{6}}{20^{9}}$	
530		$\frac{-4^{2}}{21^{8}}$	$\frac{-3^{4}}{15}$		$\frac{+0^{9}}{00}$	$\frac{-3^{3}}{15^{5}}$	$\frac{-3^{3}}{20^{4}}$	$532+06^{27}$ B.C.
529		$\frac{-4^{1}}{21^{6}}$	$\frac{-3^{1}}{15^{5}}$		$\frac{+0^{9}}{00}$	$\frac{-2^{0}}{15^{5}}$	$\frac{-2^{0}}{17^{5}}$	
	$+05^{0}$ End Pipe (3° ft.				← 15^{5} →			
528		$\frac{-3^{2}}{20^{2}}$	$\frac{-2^{0}}{15^{5}}$		27 1/2 ft. 3" Pipes	$\frac{+0^{9}}{00}$	$\frac{-3^{3}}{15^{5}}$	$\frac{-1^{0}}{17^{0}}$
527	$+61^{8}$ 18" Pipe 16-H; $+24^{0}$ Bog Pipe (3° ft)	$\frac{-3^{0}}{20^{0}}$	$\frac{-3^{5}}{15^{5}}$		17^{6}	$\frac{+0^{9}}{00}$	$\frac{-4^{4}}{15^{5}}$	$\frac{-3^{9}}{21^{4}}$
					← 17^{3} →	4×8 Box		
526		$\frac{-0^{3}}{15^{9}}$	$\frac{-0^{3}}{15^{5}}$		$\frac{+0^{9}}{00}$		$\frac{00}{15^{5}}$	
	$+17^{1}$ Cattle Gard 16-6.							
525		$+0^{2}$	$+0^{2}$		$+0^{2}$	$+1^{4}$	$+1^{5}$	

537 +62⁰⁰ B.C. T 1½ (on Rail) B.C.

537

−5², −5³, −4⁰, +0⁹, −4², −5⁶, Box
23⁴, 26⁰, 15⁵, 00, 15⁵, 23⁹, 20⁰

+18⁰ 2'×3' Box 19± Rt.

536

−2⁰, −2⁸, +0⁹, −2⁶, −6⁶, −3⁴
18⁵, 15⁵, 00, 15⁵, 19⁰, 20⁶

535 +40⁹⁴ E.C. 1°06' (on Rail)

−2¹, −3², +0⁹, −5⁰, −7⁵, −5⁰
18⁷, 15⁵, 00, 15⁵, 18⁰, 22⁵

535 +10⁹⁴ 0° 49½ (" ")

+80⁹⁴ 0° 27'

+50⁹⁴ C.C. T-2 3°05' (on Rail) Δ 9°46' Lt.

534 2°04½ (" ") St+t = 167⁴²

+56 1° 04½ L.M.C. 154¹⁷ 4° Lt T-2

533+00 0° 04½

0° 00

+96⁷⁷ C.C. Δ 4° Lt. 0° 42'

+66⁷⁷ 0° 22½

+36⁷⁷ 0° 09'

532+06⁷⁷ B.C. Δ T-2

Δ 1°48', 90⁰, Δ 6°10', 154¹⁷, Δ 1°48', 90⁰

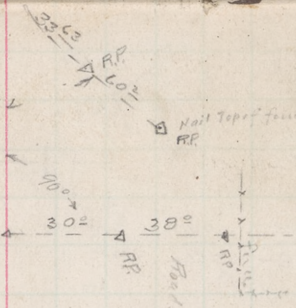
−3⁰ / 20, −3³ / 15⁵, +0⁹ / 00, −5² / 15⁵, Wall 18¹

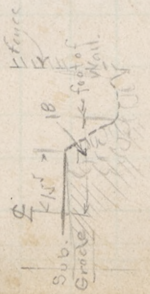
−1³ / 17⁴, −1³ / 15⁵, +0⁹ / 00, −5⁰ / 15⁵, Wall 18⁰, fence 23¹

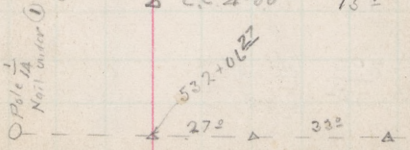
−1⁵ / 18⁰, −2⁰ / 15⁵, +0⁹ / 00, −5⁷ / 15⁵, Wall 18³, fence 23¹

−2² / 18⁸, −2² / 15⁵, +0⁹ / 00, C.C. 4°00, −5⁴ / 15⁵, Wall 18⁰, −5⁴ / 23⁶, fence 21⁷

#1







San Anselmo to West End.

Apr. 12-1913. (2)

541	$+92^{88}$ E.C. △	$2°08\frac{1}{4}$	✓	
	$+62^{88}$	$1°51\frac{1}{2}$	✓	
	$+32^{88}$	$1°36$	✓	
541	$+02^{88}$	$1°04$	✓	△ $3°22\frac{1}{2}'$
	$+72^{88}$		✓	
540	$+42^{88}$ C.C. T $1\frac{1}{2}$ △	$4°16\frac{1}{2}'$	✓	△ 15°18' Rt.
540		$3°18\frac{1}{2}$	✓	St+t = 246^{17}
	+50	$2°11'$	✓	△ 8°33' 190°
539		$1°03\frac{1}{2}$	✓	#2
538	$+52^{88}$ △ C.C. 4°30'	$1°14\frac{1}{4}'$	✓	
538	$+22^{88}$	$0°50\frac{3}{4}$	(on tie)	
	$+92^{88}$	$0°31\frac{1}{2}$	✓	△ $3°22\frac{1}{2}'$ Ch. 149.99
	$+62^{88}$	$0°17$	(on tie)	
	$+32^{88}$	$0°06\frac{3}{4}$	(on Rail)	
537	$+02^{88}$ B.C. T $1\frac{1}{2}$		(on Rail)	

$\frac{00}{15^5}$ $+\frac{09}{00}$ $\frac{-13}{15^5}$ $\frac{-12}{17^3}$

$\frac{00}{15^5}$ $+\frac{09}{00}$ $\frac{-22}{15^5}$ $\frac{-22}{18^8}$

$\frac{00}{15^5}$ $+\frac{09}{00}$ $\frac{-26}{15^5}$ $\frac{-26}{19^4}$

$\frac{00}{15^5}$ $+\frac{09}{00}$ $\frac{-30}{15^5}$ $\frac{-30}{20}$

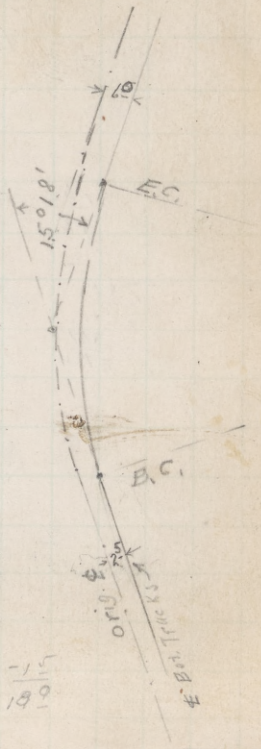
$\frac{-24}{19^1}$ $\frac{-10}{15^5}$ $+\frac{09}{00}$ $\frac{-34}{15^5}$ $\frac{-46}{22^4}$

$\frac{-35}{20^7}$ $\frac{-04}{15^5}$ $+\frac{09}{00}$ $\frac{-50}{15^5}$ $\frac{-56}{23^9}$

$\frac{-20}{18^5}$ $\frac{-10}{15^5}$ $+\frac{09}{00}$ $\frac{-29}{15^5}$ $\frac{-30}{20}$

$\frac{-80}{27^5}$ $\frac{00}{15^5}$ $+\frac{09}{00}$ $\frac{-57}{15^6}$

$\frac{00}{15^5}$ $+\frac{09}{00}$ $\frac{-10}{15^5}$ $\frac{-15}{18^9}$



550 1°39'

+50 1°24'

549 1°09'

+50 0°54' (in Road)

548 0°39'

+50 0°24'

547 0°09'

+69.29 B.C. 1=Ft.

+34.20

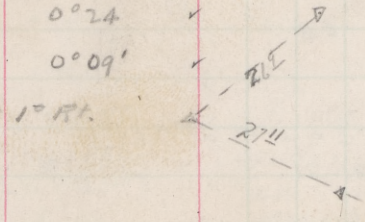
546

545

544

543

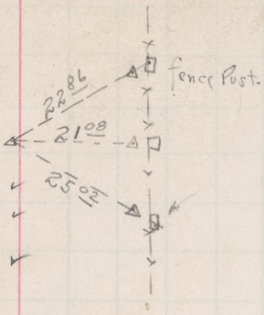
542



San Anselmo to West End   Apr. 14-1913

Station				Old ℄ / ℄ Bt. Track			
558			00/15.5		+0.9/00	-1.5/15.5	-1.6/17.9
557			00/15.5		+0.9/00	-1.6/15.5	-1.6/17.9
556			00/15.5	8.5	+0.9/00	-3.4/15.5	-3.0/20.0
555+37.62 E.C.	4°20½'		00/15.5		+0.9/00	-2.0/15.5	-1.7/18.1
555	4°09'	✓	00/15.5		+0.9/00	-2.9/15.5	-1.6/17.9
+50	3°54'	✓	-0.3/15.9 -0.2/15.5		+0.9/00	-2.3/15.5	-2.5/19.5
554	3°39'	✓	+0.4/15.9 +0.4/15.5		+0.9/00	00/15.5	
+50	3°24'	✓	00/15.5		+0.9/00	-0.9/15.5	-0.9/16.8
553	3°09'	✓	00/15.5		+0.9/00	-1.7/15.8	-1.7/18.1
+50	2°54'	✓	00/15.5		+0.9/00	-0.3/15.5	-0.3/15.9
552	2°39'	✓	+0.3/15.9 +0.3/15.5		+0.9/00	+0.6/15.5	+0.7/16.2
+50	2°24'	✓	00/15.5		+0.9/00	+0.4/15.5	+0.4/15.2
551	2°09'	✓	00/15.5		+0.9/00	+0.5/15.5	+0.5/16
+50	1°54'	✓	-2.2/18.8 -1.0/15.5		+0.9/00	-0.7/15.5	-0.7/16.5
550	1°39'	✓	00/15.5		+0.9/00	00/15.5	

Δ = 8°41'
St = 435.02 ?



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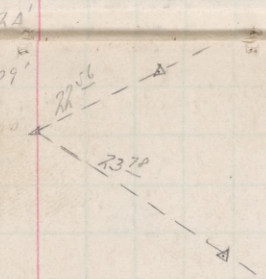

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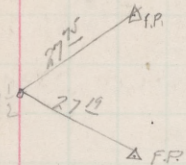


580

579 + 58 + 82 △

579 + 18 36 E.C.

+88 36

+58 36

+28 36 C.C. T.I. 1°54′ ✓

578 1°37′ ✓

+50 1°07′ ✓

577 0°37′ ✓

+50 0°07 ✓

△ 5°36

St + t = 185 13

+38 36 C.C. 2° Rt. 0°21′ outis

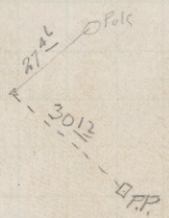
576 +08 36 0°11¼

+78 36 0°04½

+48 36 B.C. T.I. 0°00′

575

0°23′ outis



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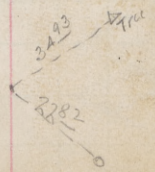


−2 0 / 18 5	−2 0 / 15 5	+0 9 / 00	+0 9 / 00	−1 5 / 15 5	−2 1 / 18 6
−1 2 / 17 4	−1 2 / 15 5	+0 9 / 00	+0 9 / 00	−1 3 / 15 5	−1 3 / 17 4
−1 4 / 17 6	−1 7 / 15 5	+0 9 / 00	+0 9 / 00	−0 4 / 15 5	−0 7 / 16 5
−1 8 / 18 2	−1 8 / 15 5	+0 9 / 00	+0 9 / 00	−1 0 / 15 5	−1 0 / 17 0
−1 8 / 18 2	−1 8 / 15 5	+0 9 / 00	+0 9 / 00	−1 0 / 15 5	−1 0 / 17 0
−1 4 / 17 6	−1 3 / 15 5	+0 9 / 00	+0 9 / 00	−1 4 / 15 5	−1 8 / 18 2
−1 4 / 17 6	−1 4 / 15 5	+0 9 / 00	+0 9 / 00	−1 0 / 15 5	−2 5 / 19 2
	00 / 15 5	+0 9 / 00	+0 9 / 00	−2 3 / 15 5	−3 0 / 20
	00 / 15 5	+0 9 / 00	+0 9 / 00	−0 7 / 15 5	−0 7 / 16 5
+0 9 / 16 4	+0 8 / 15 5	+0 9 / 00	+0 9 / 00	00 / 15 5	
	00 / 15 5	+0 9 / 00	+0 9 / 00	−1 0 / 15 5	−1 0 / 17 0

San Anselmo to West End. Apr. 17-1913 ⑤

+ 96^{22} △

581

+ 98^{23} △ at End of Platform

585

+ 93^{08} Pt. S.W. West End.

+ 71^{38} △

+ 67^{5} End of Box 14° Rt.

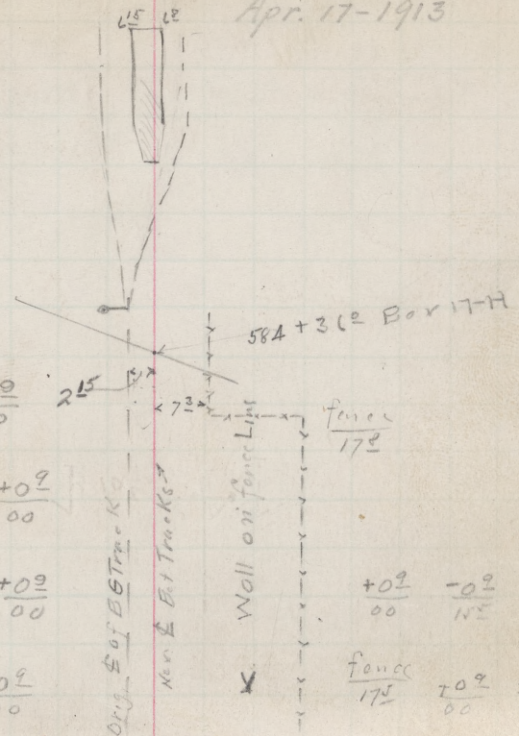
584

+ 65^{8} fences.

583

582

581



584	-1^{3} / 17^{4}	-0^{5} / 15^{5}	$+0^{9}$ / 00				fence / 17^{8}	
583	-1^{0} / 17^{0}	-1^{2} / 15^{5}	$+0^{9}$ / 00					
582	-1^{7} / 18^{1}	-1^{3} / 15^{5}	$+0^{9}$ / 00			$+0^{9}$ / 00	-0^{9} / 15^{5}	
581	-2^{7} / 19^{5}	-3^{0} / 15^{5}	$+0^{9}$ / 00			fence / 17^{5}	$+0^{9}$ / 00	-3^{1} / 15^{5} -3^{1} / 20^{1}

595

594

593

592

+55 3

Signals. 174. L, 175 Rt.

591

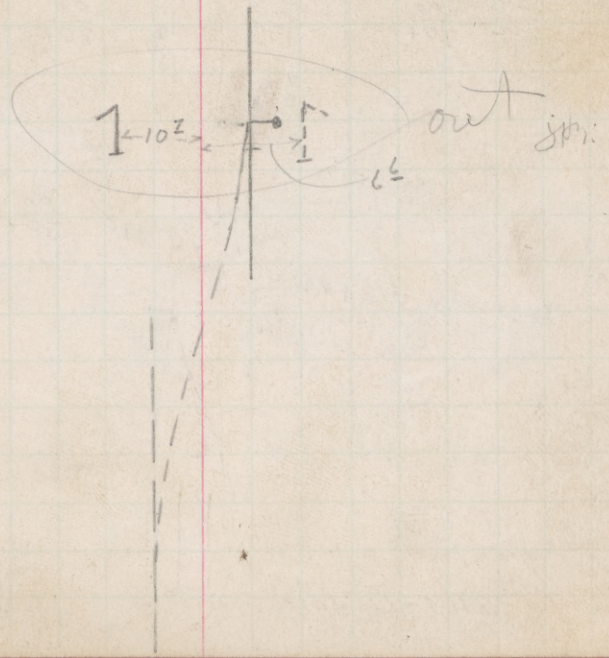
+04 0 △

590

589

588

587



West End to "E" St. Oct. 1st 1913. (6)

old
See M.W. 1827

E

Pres. ℄

Street

599 +52.6 old Chanage.

599 +52.00 Street Line of W.L. "E" St.

+41.1 Dwarf Sig. Sw. Indicator.

599

+83 Nail in Tie

598

597 +99.8 Pt Frog.

597

596 +84.4 E.C. 8°51

+50 7°08 Δ 17°42'

596 4°38 St. 89.24

+50 on Rail. 2°08

595 +07.4 B.C. 10° Lt

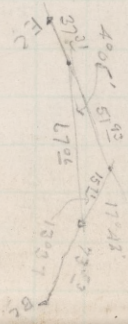
595

598+76.5 Pt. Sw.
76.7 Lead.

7/28/14
AEB.

154.00
599+52

#6



627			f/29	-5°/29	-3³/12	00/5°	00/00	-0⁴/25	+2¹/30	f/30	
626			f/29	-5⁷/29	-5¹/17°	00/5°	00/00	00/16	-2³/20	-1⁵/30	f/30
625			f/29	-7°/29	-6³/18	00/5°	00/00	00/10	-4⁹/18	-4⁵/30	f/30
4			-5°/25	-6°/19	00/5°	00/00	00/7°	-5°/15	-4°/30	f/30	
3	County Road.		f/29	-0⁵/29	-2°/12	00/6°	00/00	00/18	-1°/31	f Line/31	
2			f/30	+5¹/30	+5⁸/24	-0⁵/14	-1°/7°	00/00	-1°/6°	-0⁶/12	+3¹/17	+3¹/20	f/20
1			f/30	+8⁷/30	+9⁷/26	+1⁵/18	-1°/6°	00/00	-0⁹/7°	+0⁵/16°	+9°/23	f/26
620			f/32	+11°/27	+0⁸/13	-1³/6°	00/00	-0³/5°	-1²/7⁵	00/14	+11⁴/29	f/30

℄ Mon. Gage.
00 = Base Rail.

Fairfax Manor to Pacheco — Aug-29-1913

L34	f/29	-2.7/29	-1.5/10	00/50	00/00	00/50	-2.2/11.5	-1.0/21	+0.4/29	f/29
L33	f/30	-3.7/30	-4.6/17.0	00/50	00/00	00/50	-2.5/11	-1.0/28	00/29	f/29
L32	f/30	-5.7/30	-6.7/19	00/40	00/00	+0.3/23	+4.1/27	+5.3/31	f/33	
L31	Top Wall. / Bot Creek	-16.2/22.0	-5.2/18.0	00/40	00/00	-0.8/24	+4.0/33	+6.8/40	f/42	
L30	Creek	-20/31	-10.2/21	-1.1/9.0	00/60	00/00	+0.4/24	+5.5/28	+5.8/30	f/30
L29	Bank Creek	f/29	-5.4/29	-4.1/15	00/60	00/00	-0.4/25	-2.1/30	f/30	
L28		f/29	-3.5/29	+00/10	-1.1/6.0	00/00	00/25	+3.0/28	+3.0/30	f/30
L27		f/29	-5.0/29	-3.3/12	00/5.0	00/00	-0.4/25	+2.1/30	f/30	

L40 $\frac{-2\frac{5}{}}{20}$ $\frac{f}{12}$ $\frac{-2\frac{2}{}}{12}$ $\frac{00}{50}$ $\frac{00}{00}$ $\frac{00}{50}$ $\frac{-2\frac{2}{}}{14}$ $\frac{-1\frac{7}{}}{30}$ $\frac{f}{30}$

L39 Top Bank $\frac{-2\frac{7}{}}{25}$ $\frac{f}{17}$ $\frac{-2\frac{7}{}}{17}$ $\frac{00}{50}$ $\frac{00}{00}$ $\frac{00}{50}$ $\frac{-2\frac{1}{}}{14\frac{5}{}}$ $\frac{-1\frac{1}{}}{30}$ $\frac{f}{30}$

L38 $\frac{f}{22}$ $\frac{-2\frac{5}{}}{22}$ $\frac{-3\frac{4}{}}{11}$ $\frac{00}{50}$ $\frac{00}{00}$ $\frac{00}{50}$ $\frac{-3\frac{4}{}}{13}$ $\frac{-3\frac{6}{}}{30}$ $\frac{f}{30}$

L37 $\frac{f}{17}$ Top Bank $\frac{-3\frac{7}{}}{17}$ $\frac{-3\frac{7}{}}{11}$ $\frac{00}{50}$ $\frac{00}{00}$ $\frac{00}{50}$ $\frac{-2\frac{7}{}}{12}$ $\frac{-1\frac{6}{}}{27\frac{0}{}}$ $\frac{f}{27}$

L36 Top Wall $\frac{-4\frac{7}{}}{18}$ $\frac{-4\frac{7}{}}{18}$ $\frac{-1\frac{0}{}}{12\frac{5}{}}$ $\frac{00}{00}$ $\frac{00}{50}$ $\frac{-2\frac{7}{}}{10}$ $\frac{-1\frac{1}{}}{18}$ $\frac{+1\frac{3}{}}{24}$ $\frac{f}{24}$

L35 Top Bank $\frac{f}{25}$ $\frac{f}{25}$ $\frac{-4\frac{0}{}}{25}$ $\frac{-3\frac{6}{}}{16}$ $\frac{00}{40}$ $\frac{00}{00}$ $\frac{00}{50}$ $\frac{-2\frac{4}{}}{10\frac{5}{}}$ $\frac{-0\frac{5}{}}{28}$ $\frac{f}{28}$

FAIRFAX MANOR to PACHECO

Aug-29-13

(8)

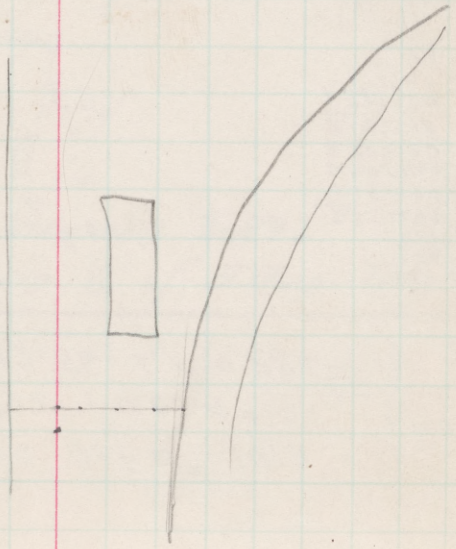
Cross sections

Baltimore Park

Aug. 29-1913

(9)

	East B. ℄	Top Rail	Plat.	Ground. 25° R	42° R	Top Plat	Top Rail	High. Top R.	Low
40 ft East.		4^{58}	4^{16}	5^{13}		4^{85}	2^{74}	3^{41}	3^{8}
10° ft. East.		4^{28}	3^{8}	4^{6}		4^{7}	2^{53}	3^{13}	3^{53}
℄ of Walk.		4^{14}		4^{53}		5^{0}	2^{42}	3^{08}	3^{49}



623 + 20.0 Tel Pole Rt 3 (26) -

623

+85.78 E.C.

+55.78

622 + 57.27 E.C.

622 + 25.78 3°00'

+95.78

+93.0 = 5.4 Rt. Power Pole.

621 + 65.78 C.C. T.2 2°41'

+50 5°22' 2°17'

621 1°02'

0°00

+58.45 C.C. 5° Lt. 1°07½

620 + 28.45 0°42'

+98.45 3°00' 0°22½

+68.45 0°09'

619 + 38.45 B.C. T.2. 0°00

619 + 73.02 B.C. 4° Lt.

612 + 30.72 E.C.

Changed Oct. 4th – 1913

Δ = 11°22'; D.C. 4°

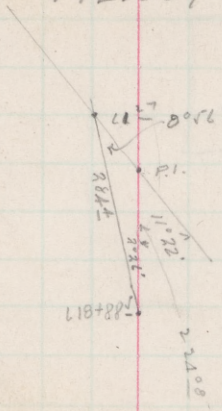
ST = 142.56; L.C. = 284.25

No Taper.

9.294658
0.705342

Δ 11°22'

St + t. 174.13



154
0248 - 224.08
2.350402
9.191130
0.705342
2.453930
8.627948
1.787220
7177 = 61.266
43

174.13
61.27
112.86

224.08
174.13
49.95

Fairfax Manor to Pacheco Aug. 30 1913 (10)

+81.85 △

130

129

128

127

126

125

124

123 +20° Tel Pole Rt 3² (B/26) -

123

11°22
600
5°22
+ 0.73
√ 5.926

Tangent thrown. To Rt.
18f. from Orig. ℄ of B.Gage Track

+34.74 C.C.T 2¾ 6°32'

638

4°47'

+50°

2°18

0°00

637 + 04.07 C.C. 10° L

+ 74.07

+ 44.07

+ 14.07

+ 84.07 B.C.T. 2¾.

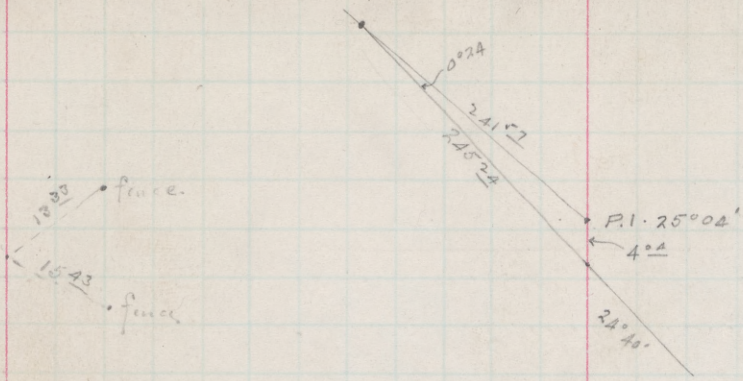
635

634

633

632

631



1489 4.041

0.606495

7.843934
2.389591
0.372970
9.620488

2.383054

12917 = 241.57

137

187.71
4.04
183.67

241.57
187.71
53.86

Fairfax Manor to Pacheco

Aug. 30-1913-

$$\begin{array}{r} 130^{67} \\ 10\overline{)13.06667} \end{array}$$

$$\begin{array}{r} 25^{\circ}04 \\ 12 \\ \hline 13^{\circ}04 \\ \hline 6^{\circ}32' \end{array}$$

641

640

639 + 54^{74} E.C.

639 + 24^{74}

+ 94^{74}

+ 64^{74}

+ 34^{74} C.C.T $2\frac{3}{4}$ 6°32'

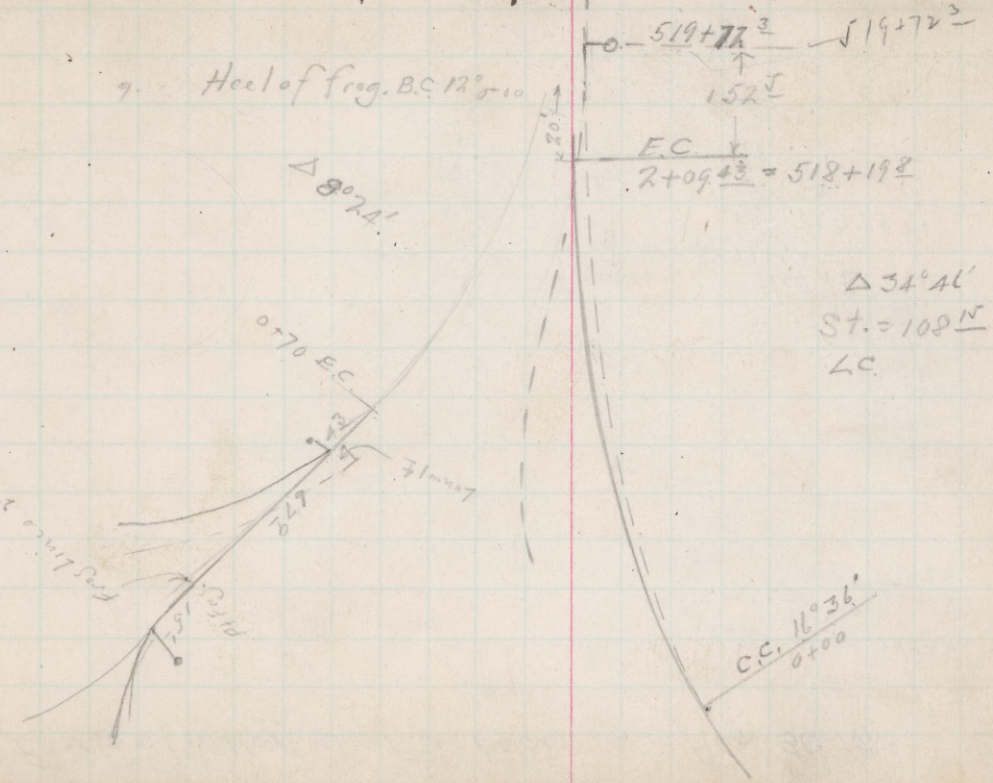
638 4°47'

$$\begin{array}{r} 45.93 \\ 3 \\ \hline 137.79 \\ 120 \\ \hline 2^{\circ}17 \\ 230 \\ \hline 4^{\circ}47 \\ 1^{\circ}44 \\ \hline 6^{\circ}31 \end{array}$$

$$\begin{array}{r} 34.74 \\ 3 \\ \hline 104.22 \\ 60 \\ \hline 1^{\circ}44 \end{array}$$

$$\begin{array}{r} 574.71 \\ .22231 \\ \hline 574.71 \\ 172413 \\ 114942 \\ 114942 \\ 114942 \\ \hline 127.7637801 \\ 59.95 \\ \hline 187.71 \end{array}$$

S+r.t.

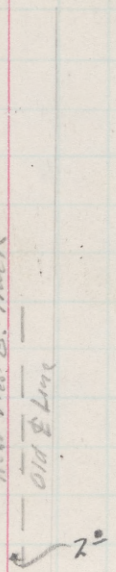


32.3

152.5
9
43.4

Track Change at San Anselmo for 2nd Track

Feb 14-14



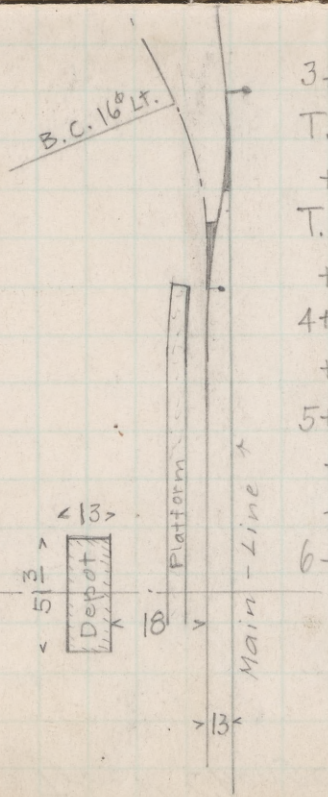
636+82$\frac{4}{}$ P.S.

0+64$\frac{2}{}$ Heel 7°40' Fr.

0+58 Pt. # 7°40' Fr.

$\frac{635+29\frac{48}{}}{0+00}$ P.S.

630+08$\frac{2}{}$ ℄ Depot



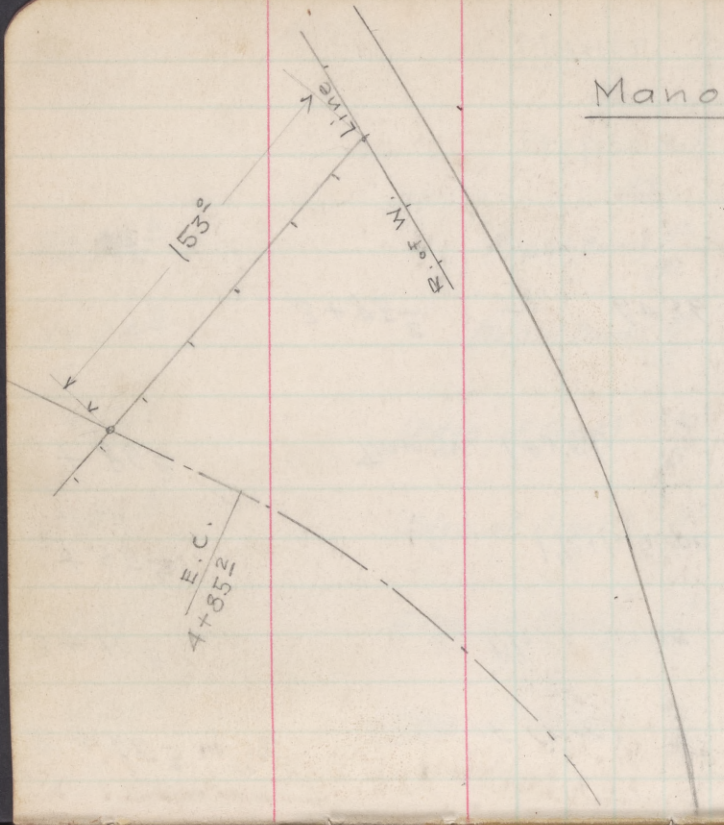
3+10$\frac{2}{}$			11$\frac{0}{}$	108$\frac{8}{}$	
T.P. 11$\frac{693}{}$	120$\frac{683}{}$		10$\frac{781}{}$	108$\frac{99}{}$	
+35$\frac{2}{}$			4$\frac{9}{}$	115$\frac{8}{}$	
T.P. 5$\frac{0}{}$	124$\frac{452}{}$		1$\frac{231}{}$	119$\frac{452}{}$	
+85$\frac{2}{}$			4$\frac{4}{}$	120$\frac{0}{}$	Top of Bank
4+35$\frac{2}{}$			3$\frac{9}{}$	120$\frac{5}{}$	
+85$\frac{2}{}$			2$\frac{7}{}$	121$\frac{7}{}$	
5+28$\frac{5}{}$			1$\frac{1}{}$	123$\frac{3}{}$	
+36$\frac{2}{}$			0$\frac{7}{}$	123$\frac{7}{}$	P.I. Fence
+86$\frac{2}{}$			2$\frac{0}{}$	122$\frac{4}{}$	
6+36$\frac{2}{}$			1$\frac{0}{}$	123$\frac{4}{}$	

B. M. Spike in Light-Pole

33$\frac{0}{}$ Lt. Sta. 634+92 Elev. 120$\frac{0}{}$ adj.

See also page (14)

Manor. Dec. 1st & 2nd 1913



Sta.	+	⊼	−	Elev.	Remarks
B.M.	4.08	124.08		120.0	Assumed
0+00			6.5	117.6	P.S.
+64.2			6.4	117.7	B.C. 16° Lt.
+94.2			6.7	117.4	
T.P.	4.741	123.093	5.728	118.352	
1+24.2			5.1	118.2	
+54.2			7.1	116.0	Top of Bank
+84.2			8.4	114.7	
2+04.2			6.2	116.9	
T.P.	2.82	119.771	6.142	116.951	
+20.2			11.8	108.0	
+60.2			8.0	111.8	

$2 + 60^{\underline{2}}$ (Edge of Creek) $\frac{-6^{\circ}}{6}$ $\frac{0}{0}$ 1/2 : 1 Slope

$3 + 10^{\underline{2}}$ 1 1/2 : 1 Slope $\frac{0}{0}$ $\frac{-3^{\circ}}{2}$ (Edge of Creek)

$+35^{\underline{2}}$ 1 1/2 : 1 Slope $\frac{0}{0}$ $\frac{-10^{\circ}}{15}$ (Edge of Creek)

$+85^{\underline{2}}$ Transv. Level $\frac{0}{0}$ (Top of Bank) 1/2 : 1

$3+85^{\underline{2}}$ to $6+36^{\underline{2}}$ Transversely Level.

Manor. Dec. 2nd – 1913.

Cross – Sections

Proposed Spur

	Lt.		Rt.	
0+94 2	(Top of Bank) 0° / 11°	0/0	transv. Level	
1+24 2	(Top of Bank) 0° / 5	0/0	"	
+54 2	(Edge of Creek) −10° / 15	0/0	+2° / 3 (Top of Bank)	Creek 9° wide.
+84 2	(Edge of Creek) −11° / 7	0/0	+1.5 / 4 (Top of Bank)	
2+04 2	(Edge of Creek) −13° / 8	0/0	1/4 : 1 Slope	
+20 2	(Edge of Creek) 0 / 8	0/0	+0.8 / 6 +4° / 12	

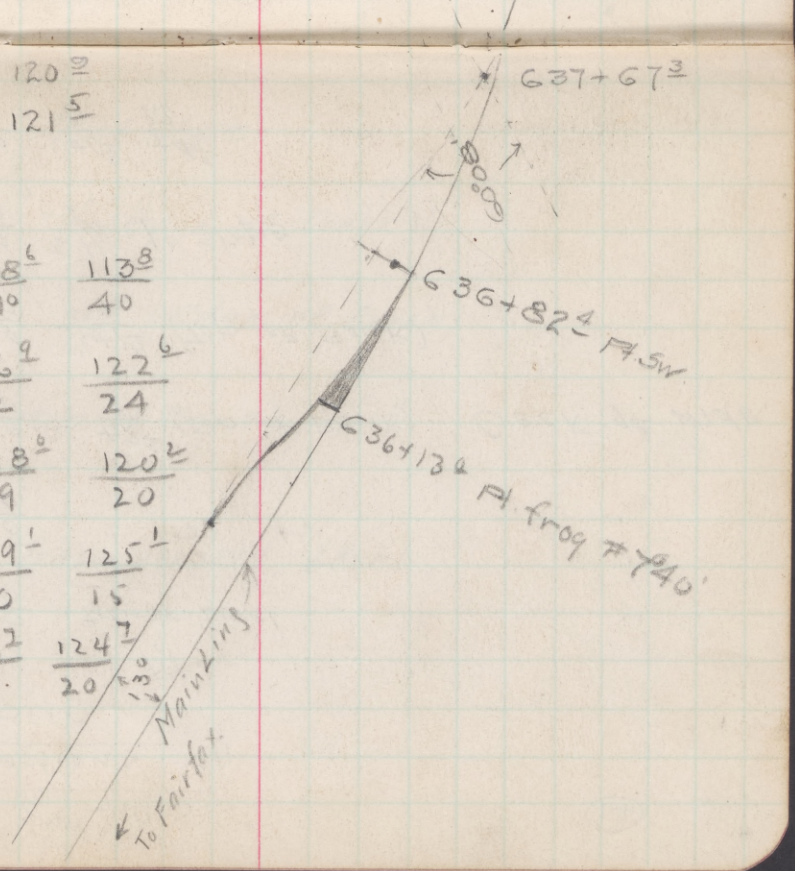
6^{8}_{-} 120^{9}_{-}

6^{7}_{-} 121^{5}_{-}

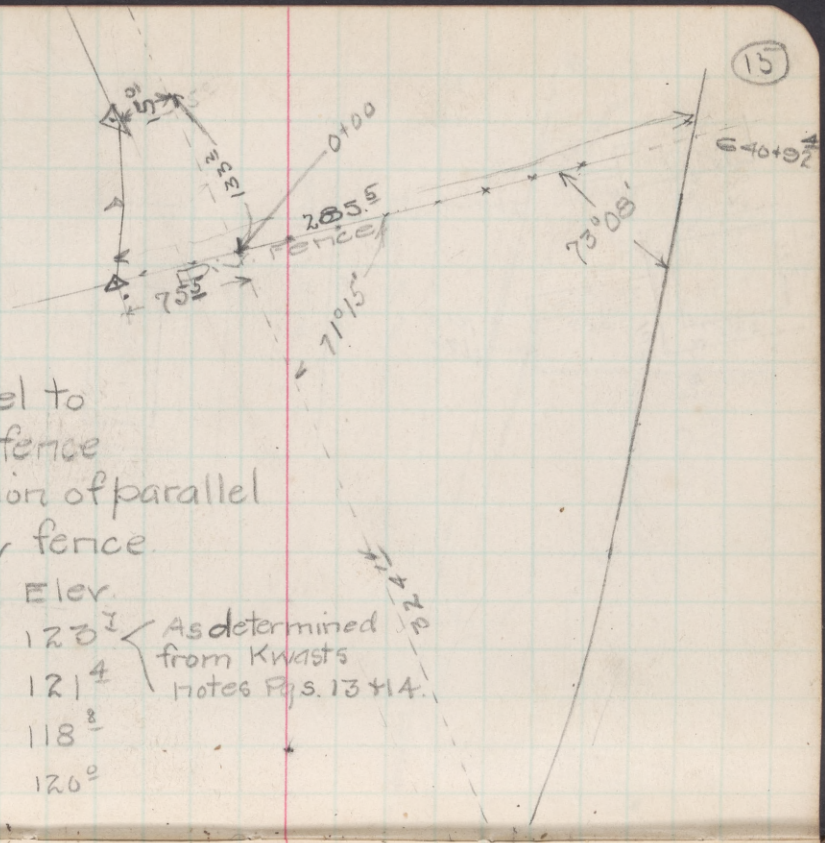
Cross Sections.

Kwasts Line $5+36^{2}_{-}$

0+00	123^{7}_{36}	121^{4}_{00}	$108^{6}_{21^{0}}$	113^{8}_{40}
0+50	123^{1}_{40}	118^{8}_{00}	116^{9}_{12}	122^{6}_{24}
1+00	123^{6}_{40}	120^{0}_{00}	118^{0}_{9}	120^{2}_{20}
1+50	123^{7}_{30}	120^{9}_{00}	119^{1}_{10}	125^{1}_{15}
2+00	121^{0}_{36}	121^{5}_{00}	122^{7}_{10}	124^{7}_{20}



Manor Dec. 3, 1913.



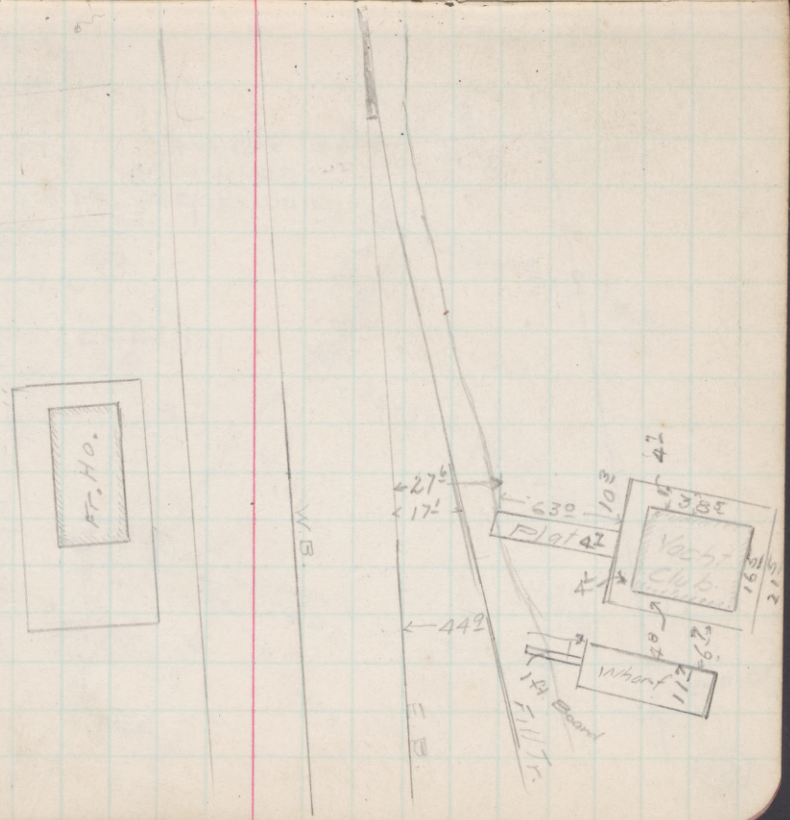
Line 15 ft parallel to County Road fence
0+00 = intersection of parallel line and Div fence

	+	−		Elev.	
B.M.	4.0	127.1		123.1	As determined from Kwasts Notes Pgs. 13 + 14.
0+00			6.3	121.4	
			8.8	118.8	
			7.7	120.0	
			6.8	120.2	
					6+37+67.3

2+03^{5} Pt Frog

2+79^{3} P.I. Plat.

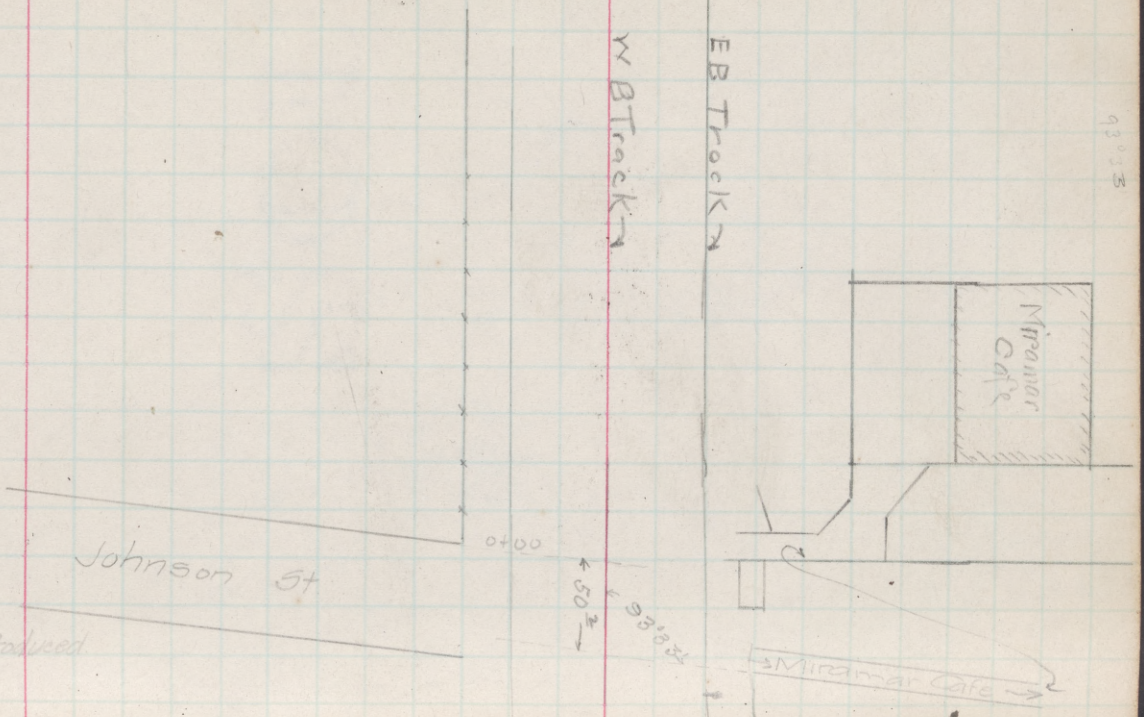
2+89^{1} Pt. Angles



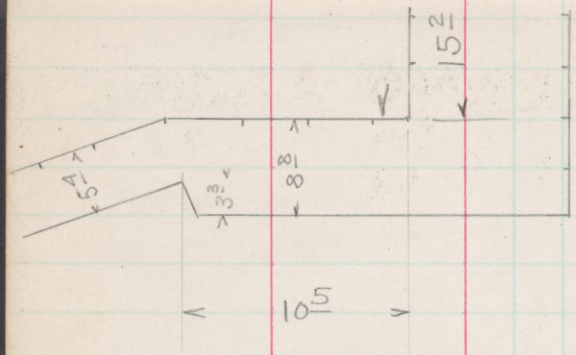
Sausalito Yacht Club. Location

Dec. 6, 1913

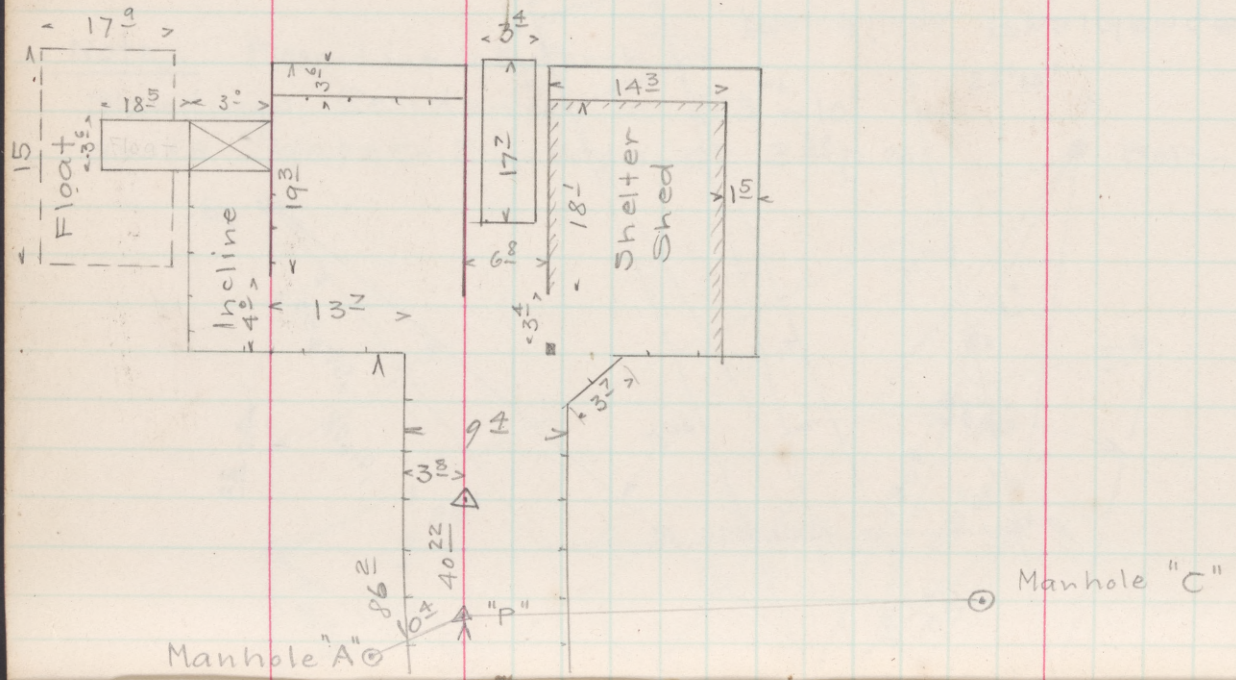
16

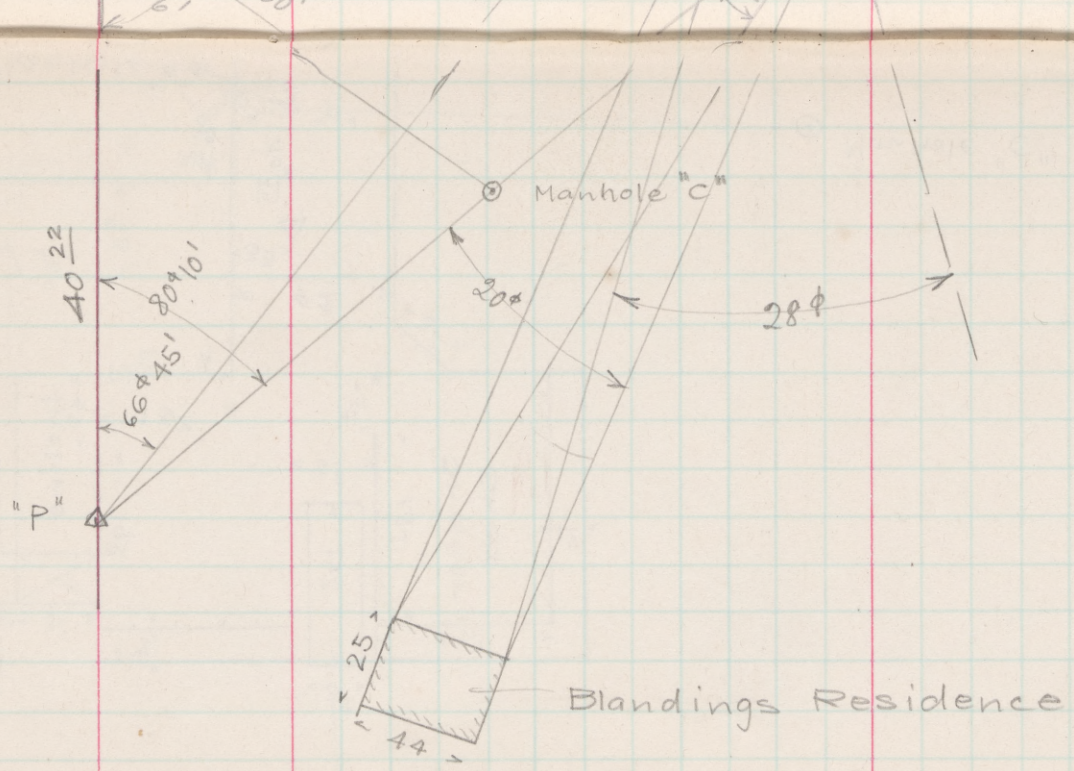


Manhole A



Belvedere. Dec. 12th – 1913



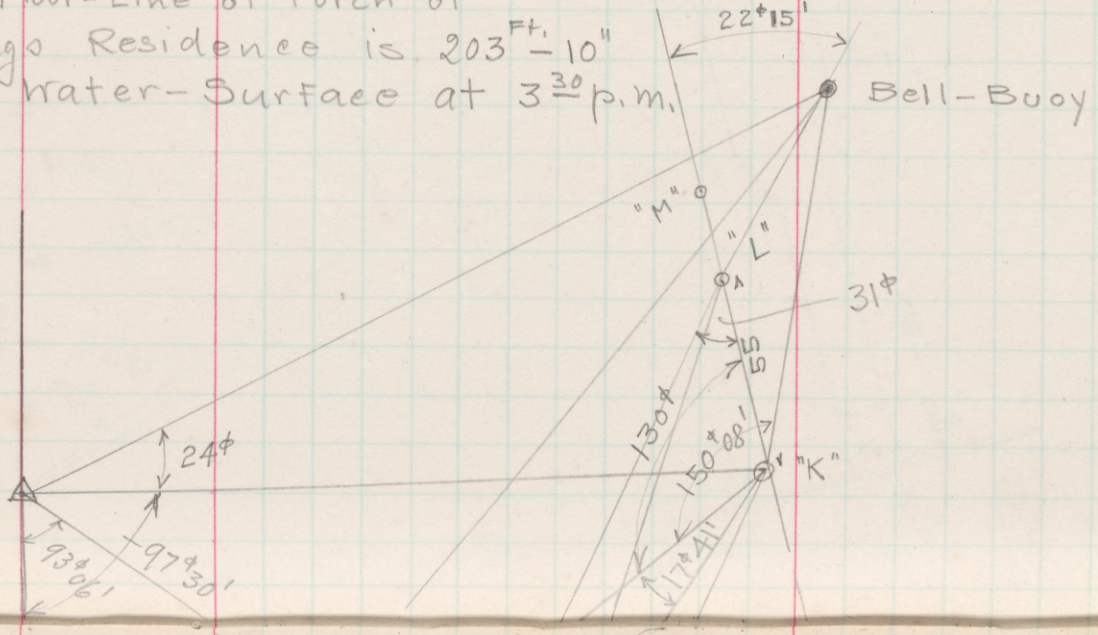


Manhole "C"
40 22
80φ10'
66φ45'
20φ
28φ
"P"
25
44
Blandings Residence

Belvedere. Dec. 12th - 1913 (18)

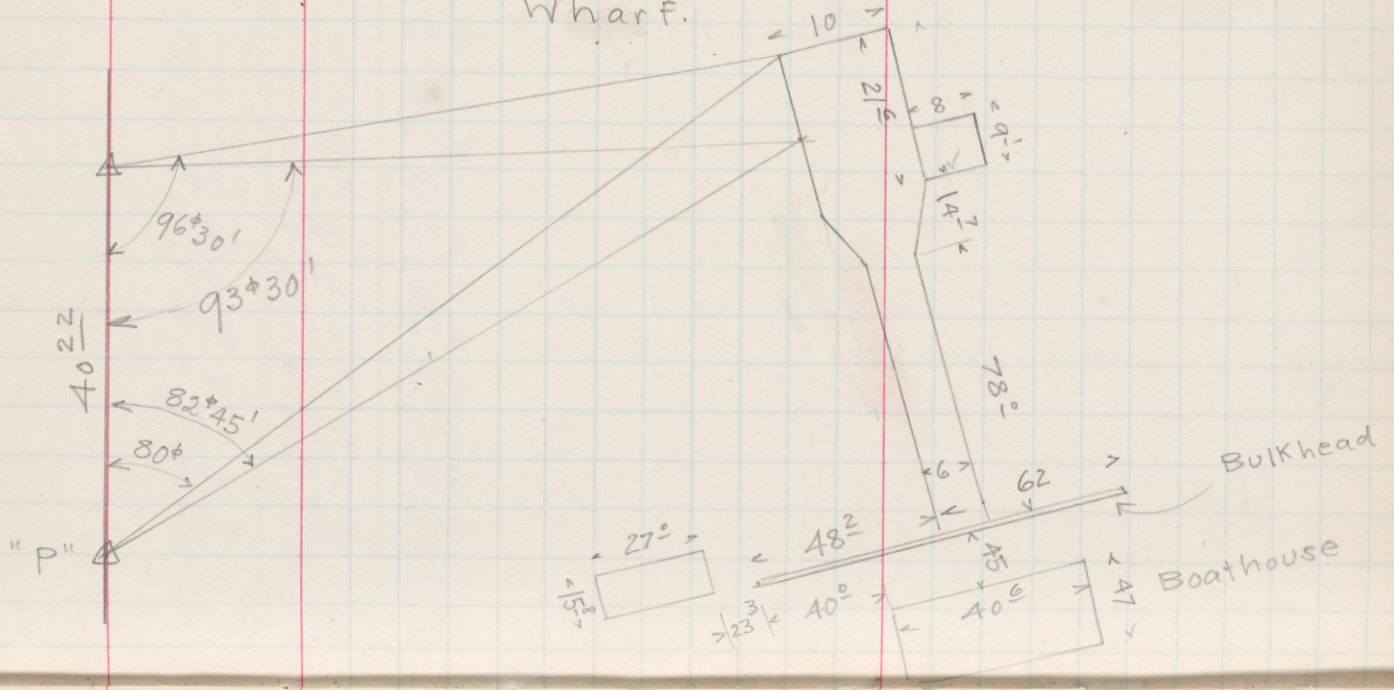
Location of Bell-Buoy

Note: Floor-Line of Porch of Blandings Residence is 203 Ft. - 10" above Water-Surface at 3[30] p.m.



Belvedere. Dec. 12th — 1913

Location of Boathouse and Wharf.



+50	$70\frac{0}{-}$	$60\frac{5}{-}$	$50\frac{8}{-}$
5128	$71\frac{8}{-}$	$62\frac{0}{-}$	$51\frac{4}{-}$
+50	$65\frac{8}{-}$	$55\frac{5}{-}$	$53\frac{0}{-}$
5127	$59\frac{6}{-}$	$50\frac{9}{-}$	$51\frac{9}{-}$
+50	$58\frac{3}{-}$	$50\frac{5}{-}$	$51\frac{6}{-}$
5126	$60\frac{0}{-}$	$50\frac{8}{-}$	$50\frac{8}{-}$
+50	$60\frac{5}{-}$	$49\frac{5}{-}$	$49\frac{5}{-}$
5125	$59\frac{0}{-}$	$49\frac{0}{-}$	$50\frac{8}{-}$
+50	$56\frac{0}{-}$	$44\frac{1}{-}$	$50\frac{3}{-}$
5124	$46\frac{9}{-}$	$37\frac{2}{-}$	$50\frac{5}{-}$
+50	$38\frac{7}{-}$	$28\frac{8}{-}$	$49\frac{5}{-}$
5123	$35\frac{6}{-}$	$23\frac{3}{-}$	$49\frac{5}{-}$
+50	$33\frac{6}{-}$	$23\frac{6}{-}$	$49\frac{4}{-}$
5122	$36\frac{2}{-}$	$24\frac{9}{-}$	$50\frac{2}{-}$
+50	$40\frac{3}{-}$	$26\frac{4}{-}$	$50\frac{0}{-}$

Fountain – Hopland. Dec. 24th – 13 (20)

	Road		Fence Lt.	Fence Rt.	
5135 + 00	55 4	44 6	38 3		
+ 50	50 3	40 8	34 1		
5134	48 2	36 5	29 5		
+ 50	42 7	33 4	25 0		
5133	35 0	26 5	21 0		
+ 50	30 2	22 6	20 7		Priv. Xing – Gate on Lt.
5132	33 8	24 6	21 2		E. L. S. C. G. 98 – I Straight Wing Fence across road.
+ 50	40 0	34 2	50 6		
5131	45	34 9	51 4		
+ 50	50 4	38 7	50 4		
5130	53 4	43 0	49 7		
+ 50	58 0	47 2	50 6		
5129	62 9	51 5	50 8		

5114	30⁰	19²	49⁴	
+50	34²	23⁶	49⁵	
5113	37⁷	27⁸	50⁰	
+50	42⁵	33⁰	49⁵	
+20	44⁵	36²	49⁵	℄ Concr. Culv. 98-F — Bridge across Road 16⁰ wide
5112	44⁵	36²	49⁵	
+50	35⁰	28⁵	49⁵	
5111	30²	21⁴	49⁵	
+50	27⁰	18⁰	49⁵	
5110	28²	17⁴	49⁵	
+50	29⁹	20⁰	49⁵	
5109	23⁰	12³	50²	
+65	Road	X ing	Ditch on Rt.	
+50	14⁷	5⁰	49⁹	
5108	38¹	27⁸	49⁶	

Fountain – Hopland

Dec. 24th – 13

(21)

	Road		Fence Lt.	Fence Rt.
5121+00	39.0	29.5	49.8	
+50	47.2	36.2	50.0	
5120	58.8	47.4	50.3	
+50	70.9	61.2	49.2	
5119	71.9	62.2	49.2	
+50	60.9	52.3	49.8	
5118	54.0	43.0	51.0	
+50	47.9	38.0	49.8	
5117	45.0	35.2	50.0	
+50	45.9	30.4	51.4	
5116	41.0	27.2	49.6	
+50	36.9	24.9	50.0	
5115	32.4	21.3	49.4	
+50	28.2	17.7	49.7	

5101	$37\frac{8}{}$	$30\frac{7}{}$	$49\frac{0}{}$
+50	$42\frac{0}{}$	$32\frac{7}{}$	$49\frac{5}{}$
5100	$41\frac{0}{}$	$34\frac{2}{}$	$47\frac{0}{}$
+50	$41\frac{0}{}$	$31\frac{8}{}$	$47\frac{9}{}$
5099	$39\frac{6}{}$	$32\frac{3}{}$	$49\frac{0}{}$
+50	$39\frac{9}{}$	$32\frac{9}{}$	$49\frac{5}{}$
5098	$41\frac{6}{}$	$32\frac{0}{}$	$49\frac{5}{}$
+50	$39\frac{7}{}$	$32\frac{0}{}$	$49\frac{0}{}$
5097	$44\frac{4}{}$	$33\frac{9}{}$	$49\frac{0}{}$
+50	$42\frac{5}{}$	$33\frac{7}{}$	$49\frac{5}{}$
5096	$44\frac{5}{}$	$35\frac{7}{}$	$49\frac{5}{}$
+50	$53\frac{3}{}$	$45\frac{8}{}$	$53\frac{3}{}$
5095	$75\frac{4}{}$	$65\frac{4}{}$	$65\frac{4}{}$
+50	$70\frac{8}{}$	$57\frac{8}{}$	$57\frac{8}{}$
5094	$61\frac{0}{}$	$51\frac{0}{}$	$51\frac{0}{}$

Fountain - Hopland
Fence

Dec. 24th - 13.

	Road	Lt.	Rt.
+50	49 5	38 5	49 5
5107	49 5	41 0	49 5
+50	49 5	42 0	49 5
5106	47 0	38 0	49 5
+50	42 6	32 7	49 5
5105	40 4	28 9	49 5
+50	39 7	28 6	49 5
5104	40 0	29 5	49 8
+50	40 4	30 0	49 5
5103	40 3	28 2	49 9
+50	38 4	28 8	50 0
5102	38 0	27 3	50 0
+50	36 0	28 4	49 0
5101+20	℄ Concr. Culv. 98-B		

+50	$107\frac{1}{-}$	$96\frac{9}{-}$	$49\frac{0}{-}$
5086	$111\frac{5}{-}$	$102\frac{2}{-}$	$49\frac{0}{-}$
+50	$106\frac{0}{-}$	$95\frac{3}{-}$	$49\frac{0}{-}$
5085	$95\frac{4}{-}$	$85\frac{9}{-}$	$49\frac{0}{-}$
+50	$85\frac{8}{-}$	$77\frac{2}{-}$	$49\frac{0}{-}$
5084	$78\frac{8}{-}$	$67\frac{8}{-}$	$50\frac{0}{-}$
+50	$71\frac{2}{-}$	$61\frac{0}{-}$	$50\frac{0}{-}$
5083	$65\frac{0}{-}$	$55\frac{8}{-}$	$50\frac{0}{-}$
+50	$63\frac{4}{-}$	$54\frac{4}{-}$	$50\frac{0}{-}$
5082	$59\frac{6}{-}$	$48\frac{0}{-}$	$50\frac{0}{-}$
+50	$49\frac{6}{-}$	$41\frac{7}{-}$	$49\frac{6}{-}$
5081	$47\frac{8}{-}$	$37\frac{8}{-}$	$49\frac{5}{-}$
+50	$43\frac{5}{-}$	$34\frac{2}{-}$	$49\frac{5}{-}$
5080	$36\frac{9}{-}$	$28\frac{2}{-}$	$49\frac{5}{-}$
+50	$30\frac{7}{-}$	$20\frac{2}{-}$	$49\frac{5}{-}$
5079	$23\frac{0}{-}$	$14\frac{0}{-}$	$49\frac{5}{-}$

Fountain – Hopland

Dec. 24th – 13. (23)

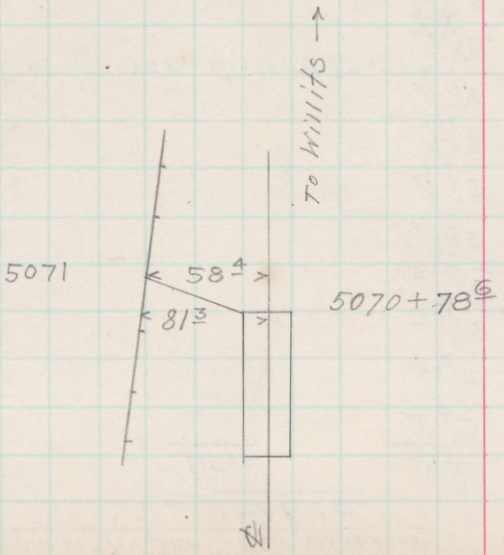
	Road	Fence Lt.	Fence Rt.	
+50	$58\frac{3}{-}$	$47\frac{3}{-}$	$49\frac{7}{-}$	
5093	$44\frac{0}{-}$	$33\frac{5}{-}$	$49\frac{0}{-}$	
+50	$43\frac{9}{-}$	$33\frac{4}{-}$	$49\frac{0}{-}$	
5092	$36\frac{9}{-}$	$27\frac{4}{-}$	$48\frac{5}{-}$	
+50	$35\frac{5}{-}$	$26\frac{0}{-}$	$49\frac{0}{-}$	
5091	$36\frac{8}{-}$	$26\frac{6}{-}$	$49\frac{0}{-}$	
+50	$38\frac{9}{-}$	$29\frac{0}{-}$	$48\frac{5}{-}$	
5090	$40\frac{0}{-}$	$28\frac{2}{-}$	$49\frac{0}{-}$	
+63		& coner. Culv. 97-J		
+50	$39\frac{6}{-}$	$27\frac{6}{-}$	$49\frac{4}{-}$	
5089	$38\frac{2}{-}$	$25\frac{3}{-}$	$49\frac{5}{-}$	
+50	$37\frac{0}{-}$	$26\frac{2}{-}$	$49\frac{5}{-}$	
5088	$38\frac{6}{-}$	$27\frac{1}{-}$	$49\frac{5}{-}$	
+50	$49\frac{6}{-}$	$34\frac{5}{-}$	$49\frac{6}{-}$	Fence crosses road
5087	$79\frac{1}{-}$	$62\frac{4}{-}$	$49\frac{0}{-}$	

Trestle 97-E

Concr. Blkd.

5070+41.5

5063+62.0 ℄ concrete Culvert 97-D



Fountain – Hopland.

Dec. 24th 13.

	Road		Lt. Fence	Rt.
+50	19	9		49 5
5078	9	0		49 5
+50	20	9 6	47 5	
5077	30	20	49 5	
+50	36	25 9	49 5	
5076	40 6	29 9	49 5	
+50	45 8	35 4	49 5	
5075	52	41 4	50	
+50	57	47	49 5	
5074	61	49 5	49 5	
+50	68	57	50	
5073	71	60	50	
5071	91 5	77 8	58 4	
5070 + 78 6	96 7	85 6	81 3	Concr. Bkd.

+26.4 R. of W. fence. 5° R. Creek 15' wide.

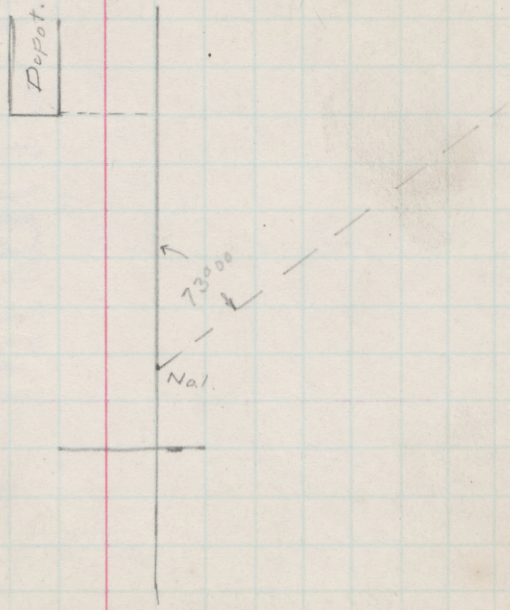
0+00 73°00' Rt.

345+04.3

152'

343+21.4 X 73°00 Rt = 0+00

+116' 2 - 3" pipes (Con)



Larkspur

Jan. 28-1914.

5+00 4ft out each way to waters edge. 70ft wide on Rt. 80ft wide on Lt.

+25.5 ℄ 3ft. channel. Xing Line.

4+00 4° ft. out Lt. 26° wide.

+69.25 L pt. Lt. 13°55' 4ft. out Lt. 65ft w.

3+00 19ft out Lt. 30ft. W.

2+00 21ft. Lt. 10ft. W.

+64.5 L pt No2. 74°00' Rt. 17ft R.C. 18ft wide. Angle line Xes Cr.

1+00 5° Rt. Creek 15° wide.

10+00

9+00

+01[2] fence. Abt. Rt. 15 to line.

8+00

+81[2] Lpt. Lt. 59°41'

7+00 3ft. out Rt. 17ft. wide. 12ft. out Lt. 20ft. wide.

6+00 3° each way to waters edge. 70 Ft. wide Rt. 22ft wide Lt.

+79 ℄ Channel. 3ft wide. Xing Line.

8+01

Note-from 3+69[2] – 7+81[2]
18" Iron stone pipe
At. 8+05 on Line produced
is manhole 2'6" dia.

Jan. 28, 1914.

Larkspur

20 + 00

+ 59.8 Lpt. Lt. 35° 54'

19 + 00

+ 59.2 Lpt. Lt. 42° 17'

18 + 00

+ 56

+ 42.5 } Dam across parallel Slough.

17 + 00

16 + 00

+ 43.1 Lpt. Lt. 55° 00 pt. D. See Sketch.

25

24

23

22

21

31

30+41. ∠ Rt. 85°03'

30

29

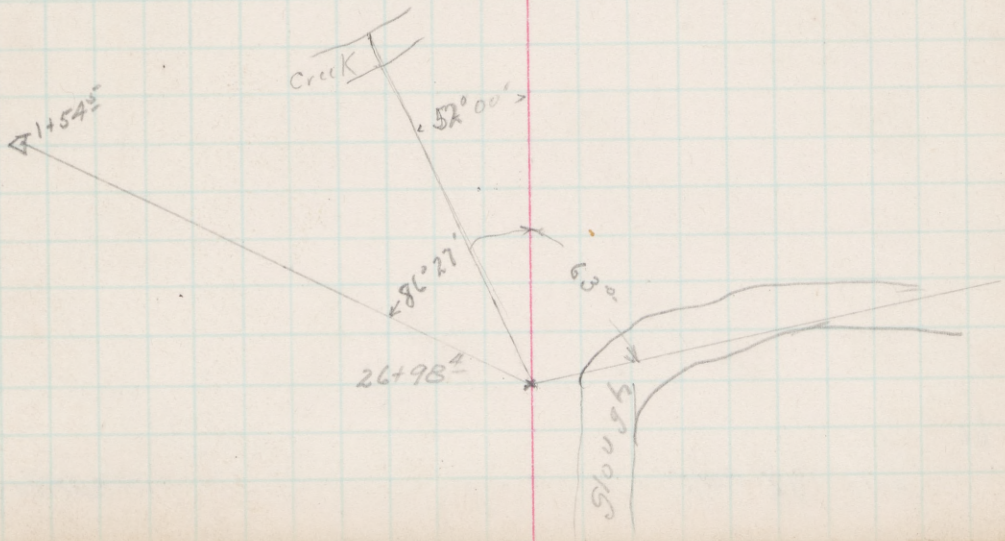
+91 } Creek
+79

28+00

27+00

+98± ∠ pt Rt. 52°00'

26



Larkspur

Jan 28, 1914

38

+89.5 ∠pt Rt. 79°22'

37

36

+35.8 ∡ Rt. 81°15'

35

34

+46.9 ∡ Lt. 13°38'

33

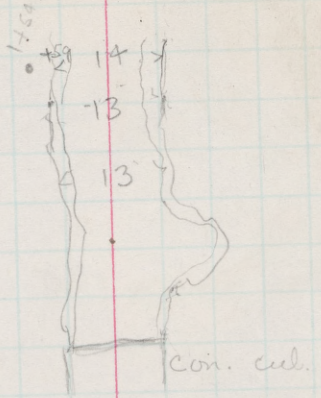
32

31

+54

1+00

+26 ±



+65 = 1+54 5 4pt. 27°13' Lt

39

+90 4pt 20°27' Lt

Larkspur

Jan 28, 1914.

1 + 25.5 crossing

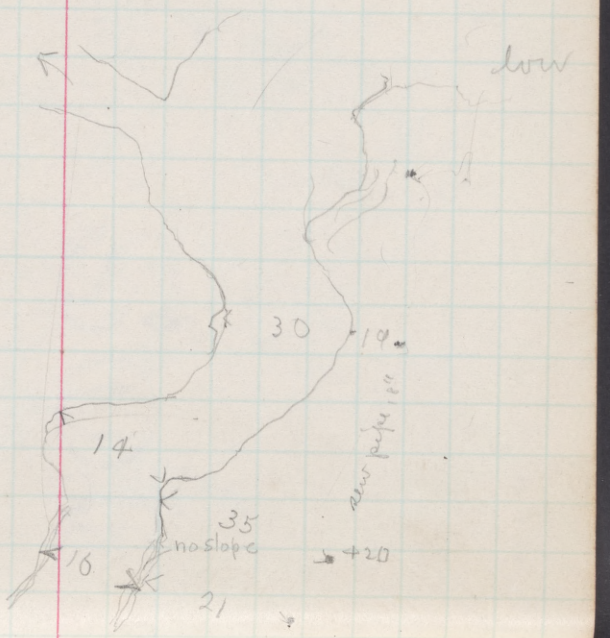
4 + 00

+69.5

3 + 00

+20

2 + 00

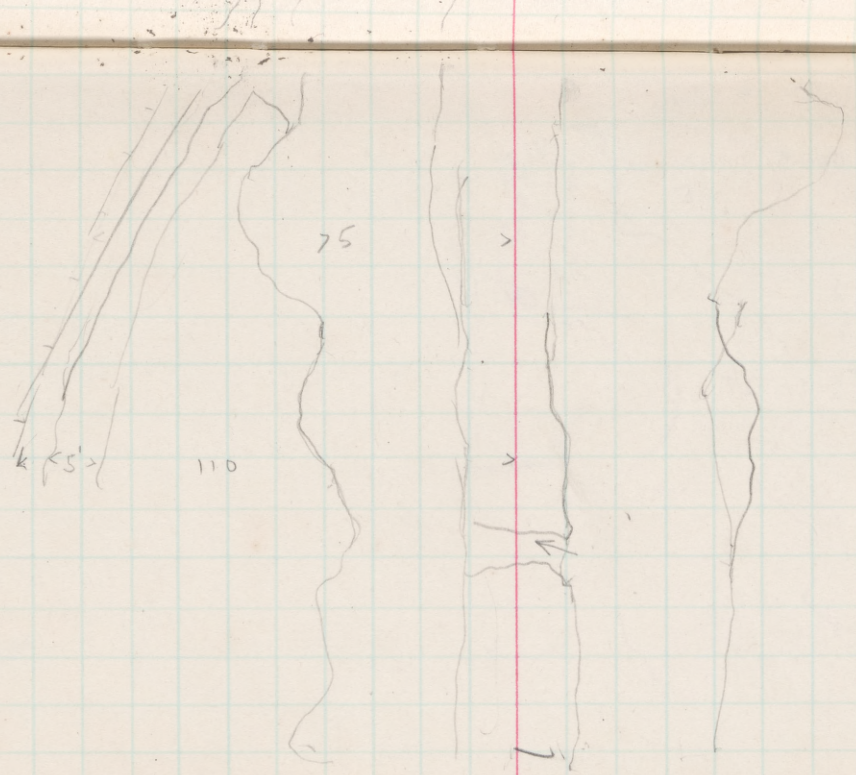


7+00

6+00

+79

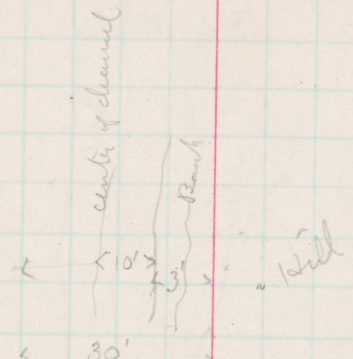
5+00



Larkspur

Jan. 25, 1917

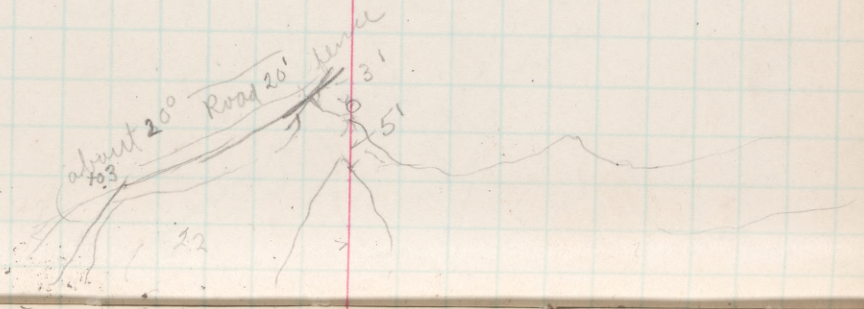
9+00

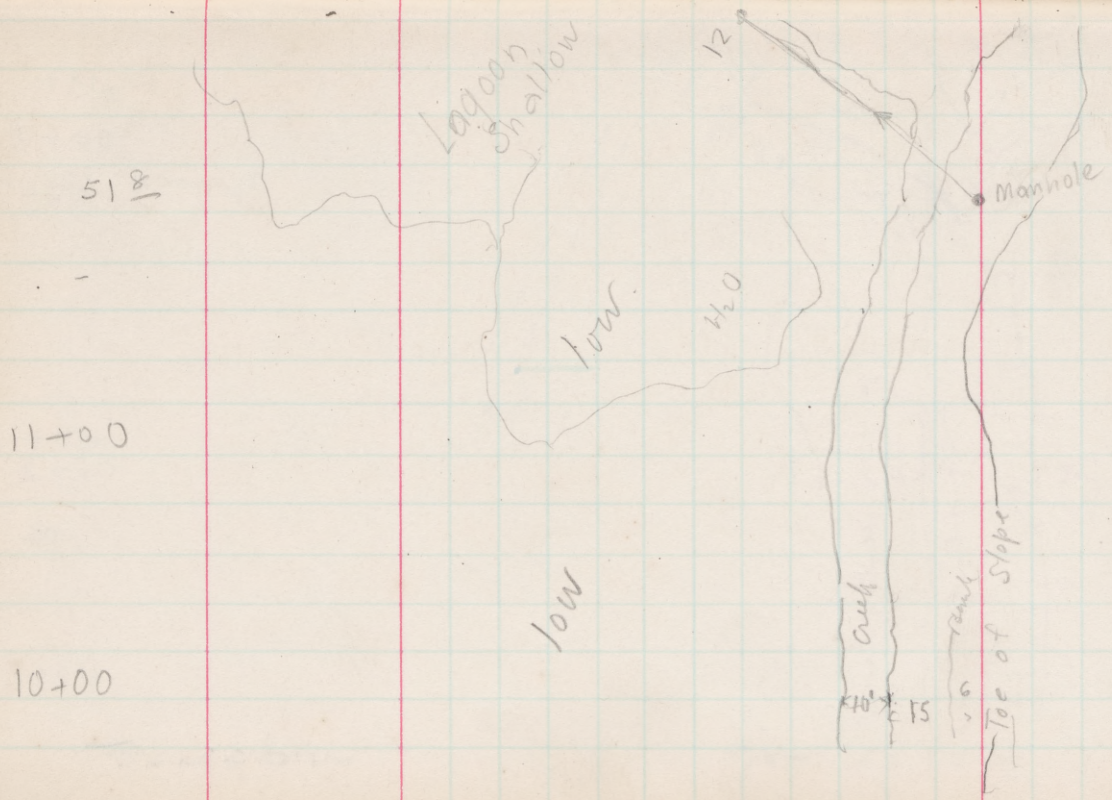


+08 manhole.

8+00

+81.2

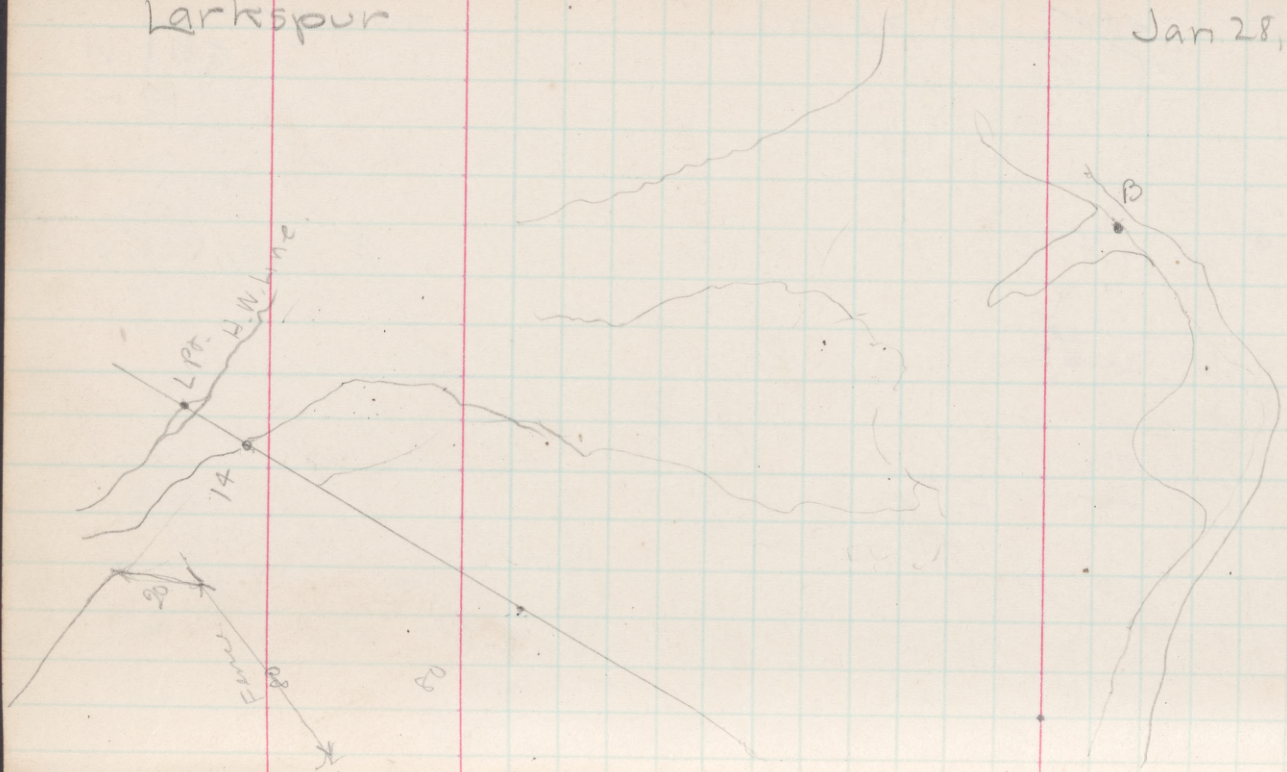


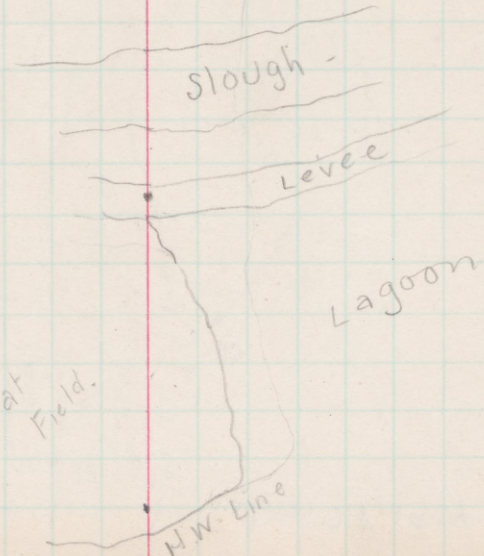


Lagoon Shallow
12
Manhole
51 8
low
H2O
11+00
low
Creek
Bank
Toe of Slope
10+00
10'
15
6

Larkspur

Jan 28, 1914

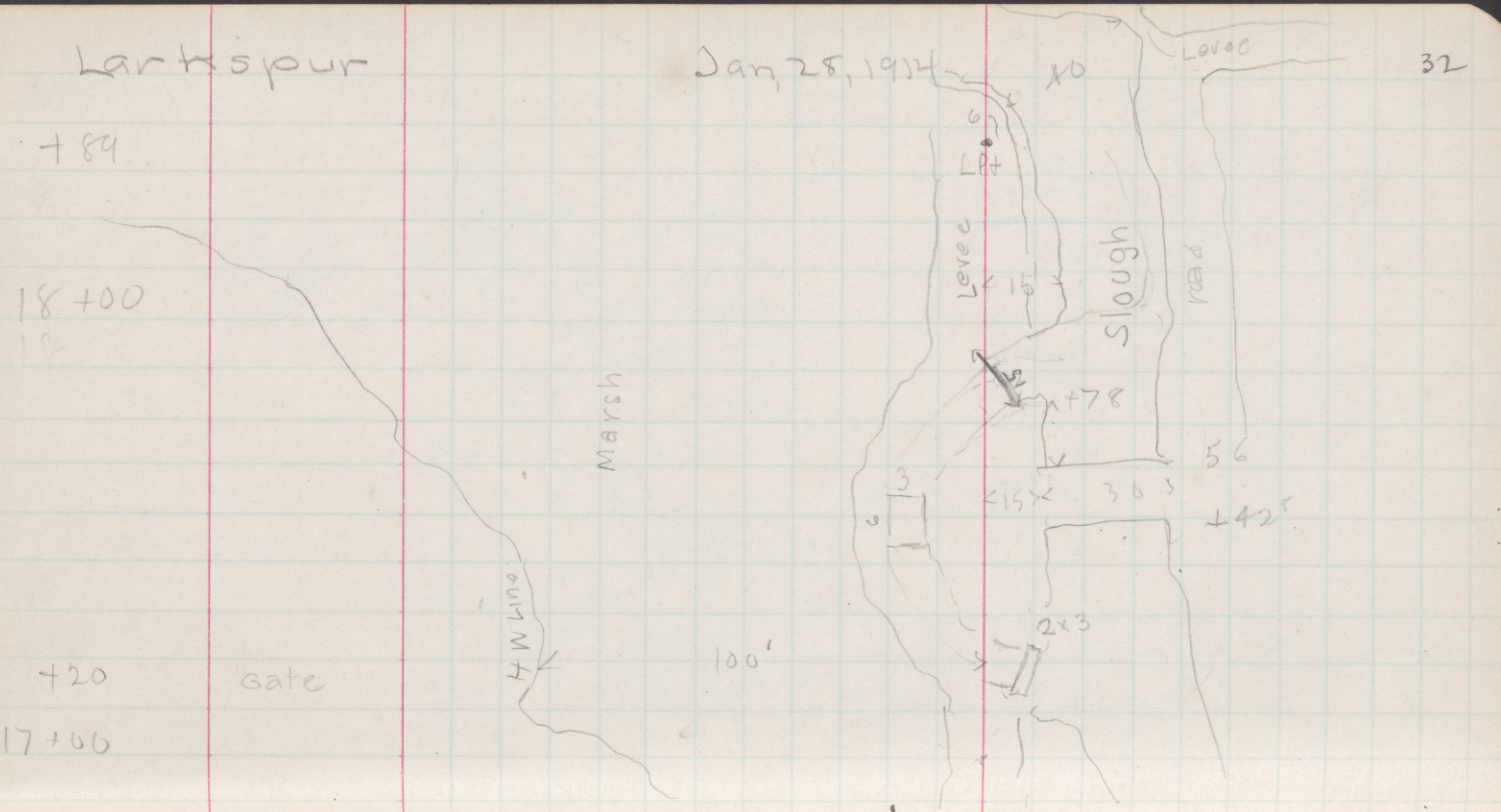


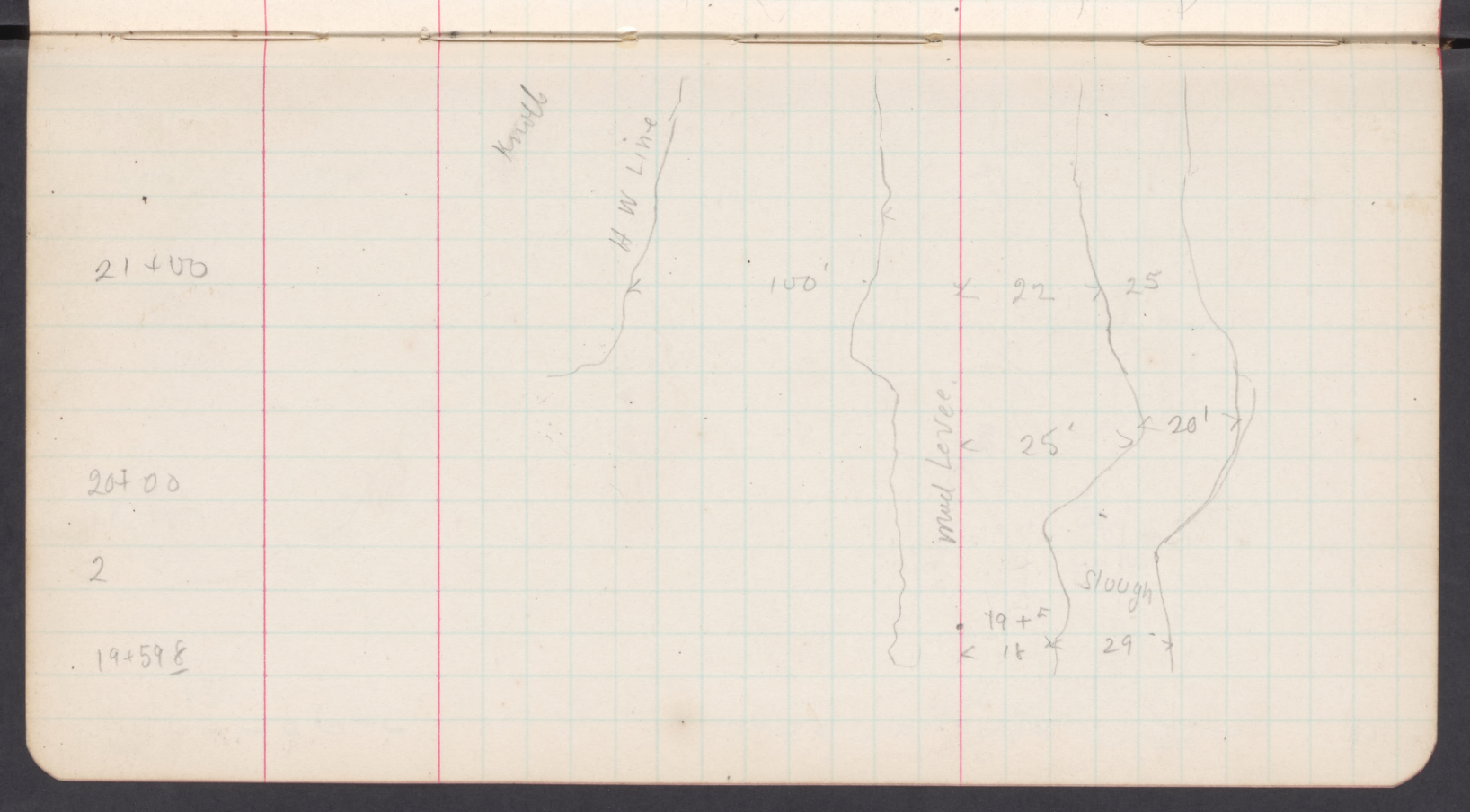


14 + 18 8

Larkspur

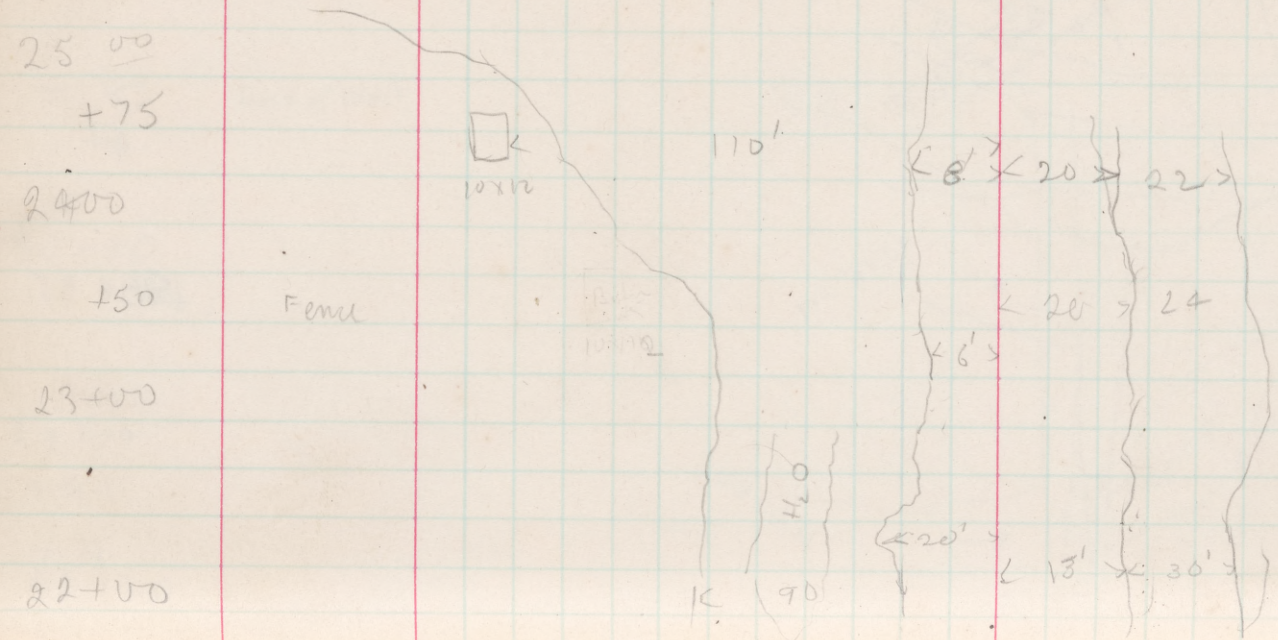
Jan, 28, 1914




Knoll
H W Line
21+00
100'
22
25
mud Levee
25'
20'
20+00
2
Slough
19+5
19+59.8
18
29

Larkspur

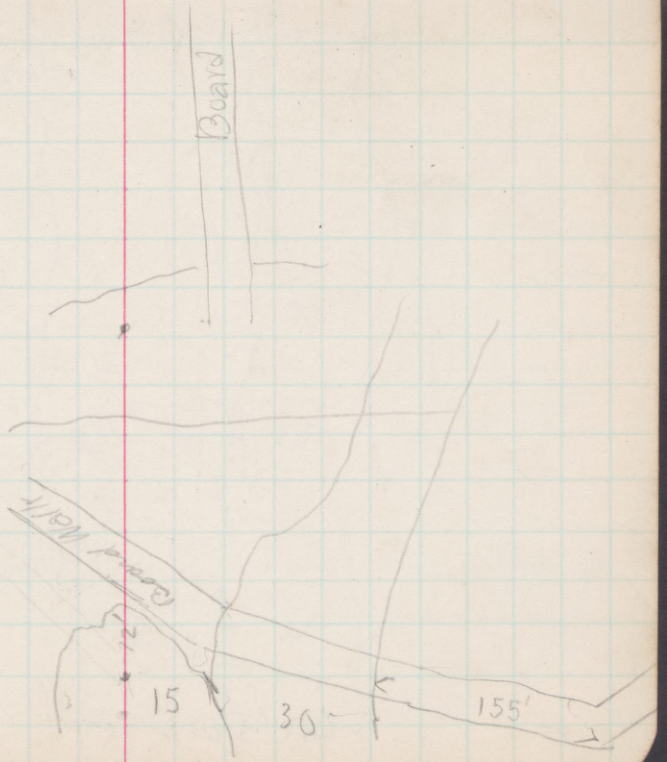
Jan 28, 1914



28+00

26+98

26+98



+ 85 End of Walk

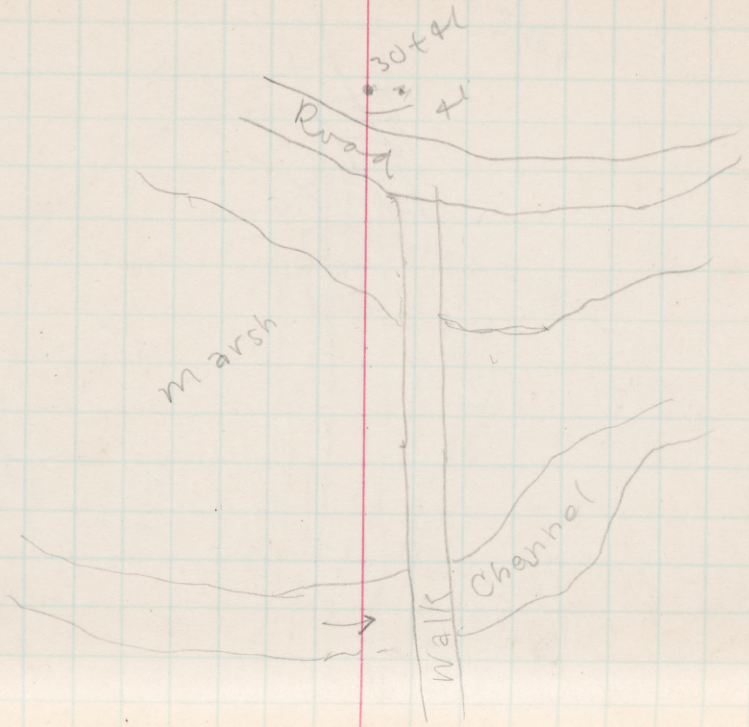
+ 8

30+00

29+00

+91

+79

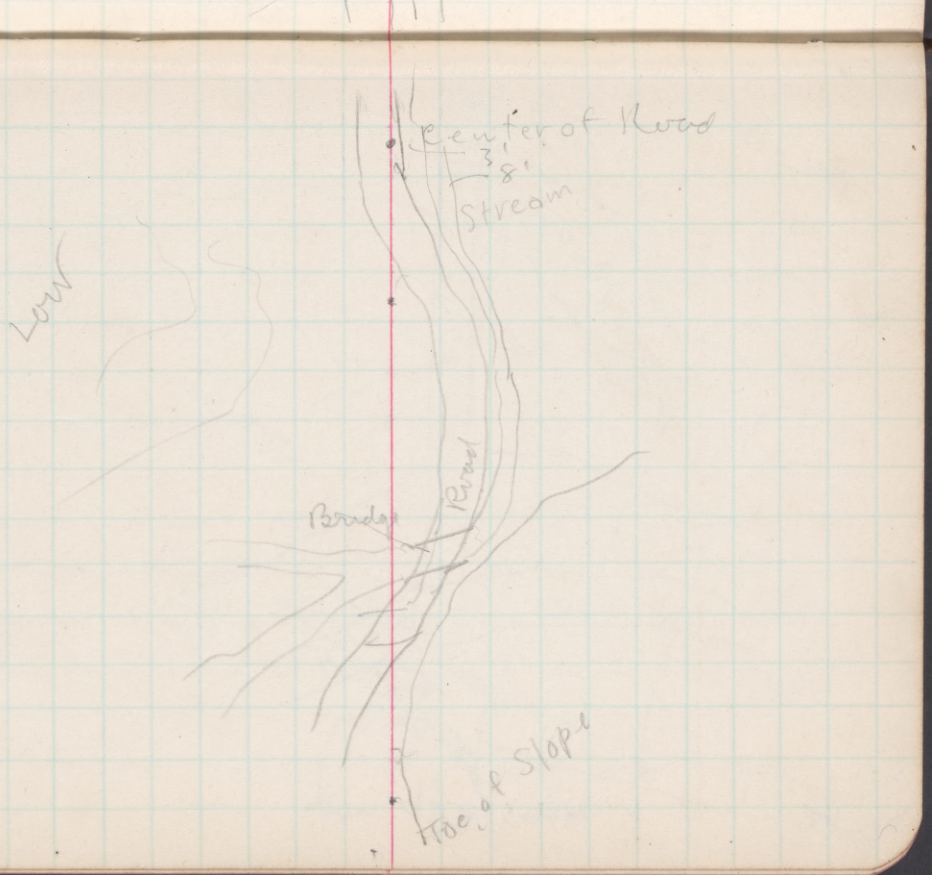


33+00

32+00

31+00

30+41



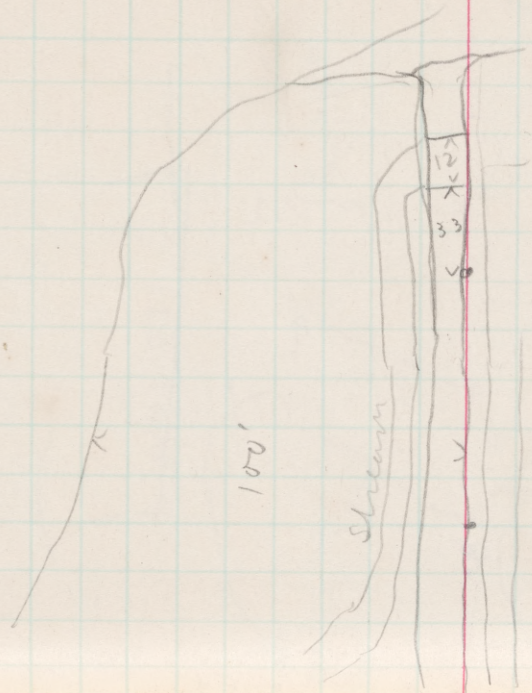
Larkspur

Jan 25, 1911 35

+358

35+08

3400

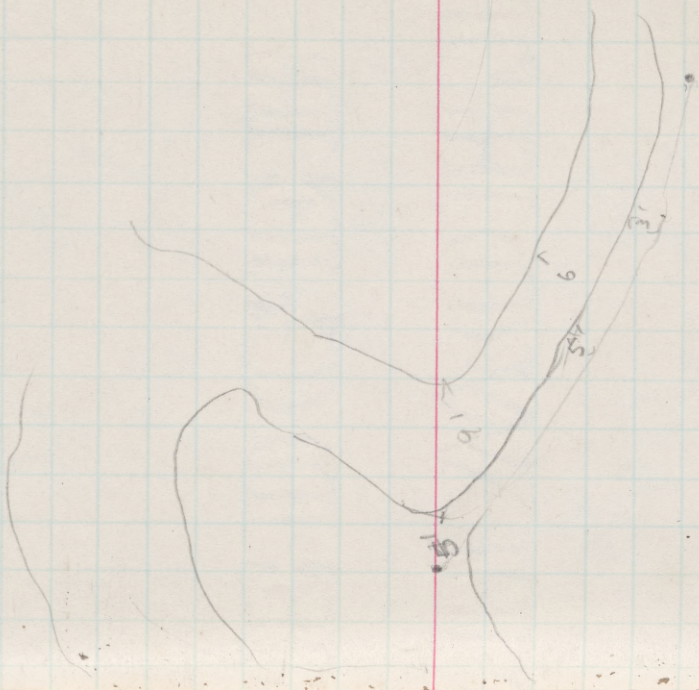


78

35+80 fence corner

Larkspur.

Jan 28, 1914



+97.2 Rt 12 House Lt.

+75.4 Aprox E.C.
+25.0 Break in slope.

1115

+82.2 W.L. Ho. Rt.
+46.0 ℄ 1"x1" Box 43D.

+29.7 Plat Lt.
+12.8 Aprox B.C. Middle Ord. of Rail = 1/2 a Tenth Rt.

2°30' Curve

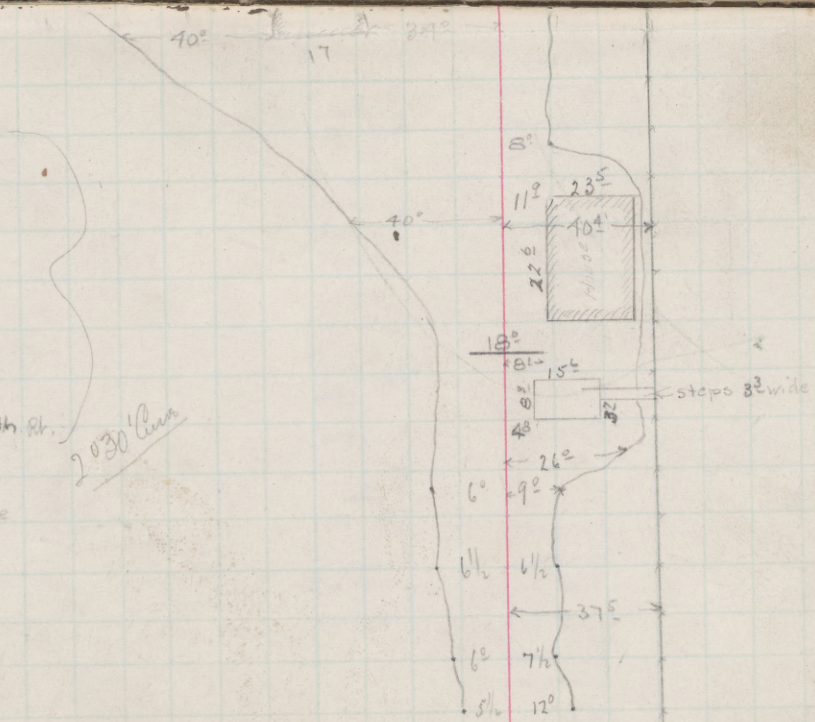
1114
+90 Break in slope.
+78.9 Sewer pipe Xing. 10" Ironstone pipe

1113

+50 Aprox E.C.

1112

1111 +79.8 Aprox B.C. ~~Middle~~ 10" Lt.
1109
1095 +63.4 Pt. Sw. Marconi. 52.3 Lead. 75 ft 54 lb.
422.4 Long Pt. Sw. towards Marshalls. 770 ft. 50 lb.



Marconi

Feb. 10, 1914

(37)

+73.5 Rt.Ls fence Lt.

+36.2 Rt.Ls fence. Lt.

+16.5 Rt.Ls Ho. Lt.

1117

+67.2 Rt.Ls fence Lt.
+65.5 P.I. fence. Lt.
+62.6 P.I. House, Lt.

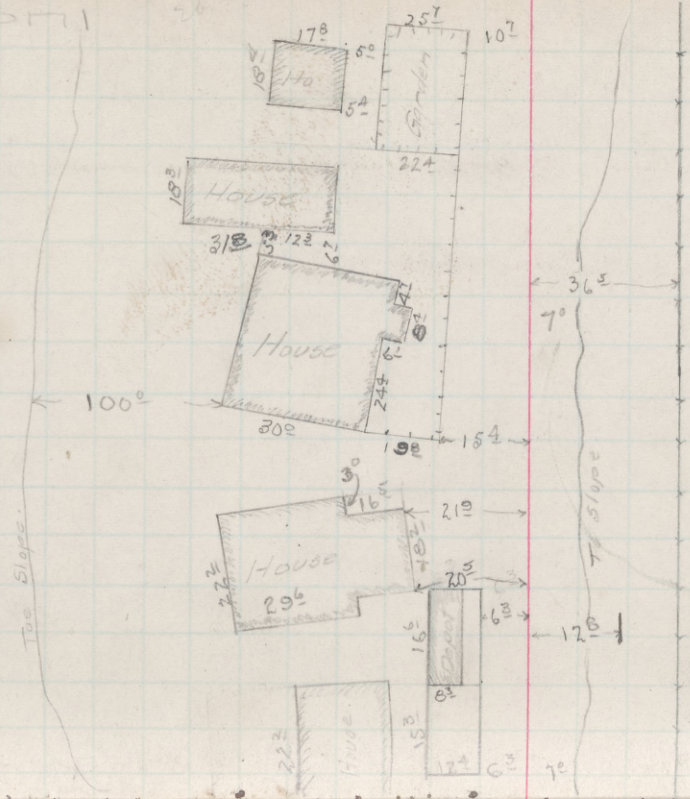
+52.3 E.L. House

+26.6 Sta. Sign.

+16.3 W.L. Depot

1116+00.7 P.I. House Lt.

+97.2 Rt.Ls House Lt.



Plotted SEB 1791 D→3

+56^{7} Ho. Lt.

+54^{6} H.S. Lt.

+33^{5} Rt. Ls Ho.

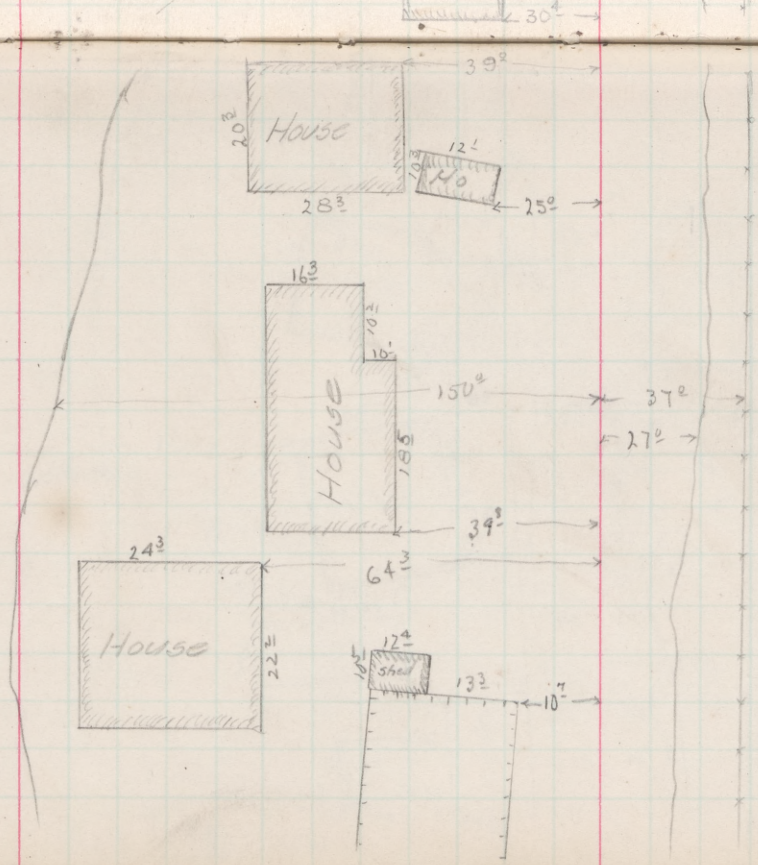
+30^{8} Pt. Ho.

1118

+94^{0} Ho. Lt.

+88^{3} Ho. Lt.

1117+73^{5} fence Lt



Plotted
SEB 1791-D-13

Marconi

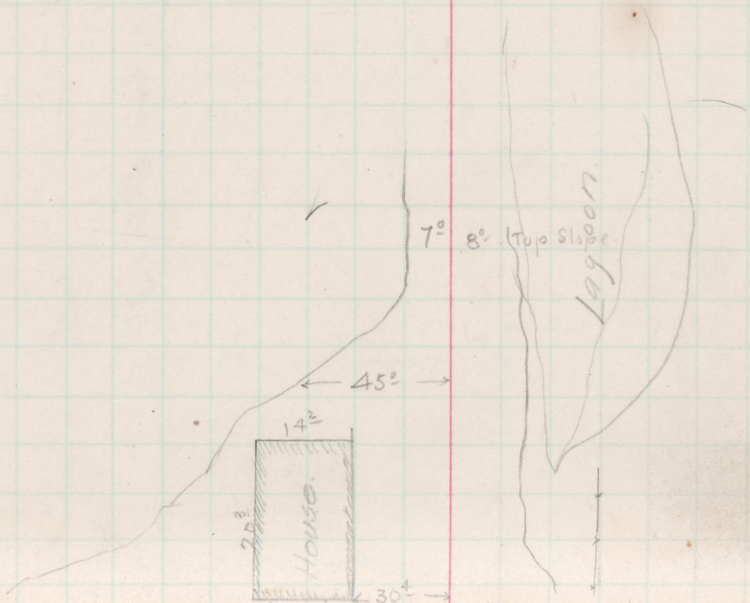
Feb 10, 1914

(38)

+50

+.35°

1119



+56' H.W. Lt.

+54.6 H.S. Lt.

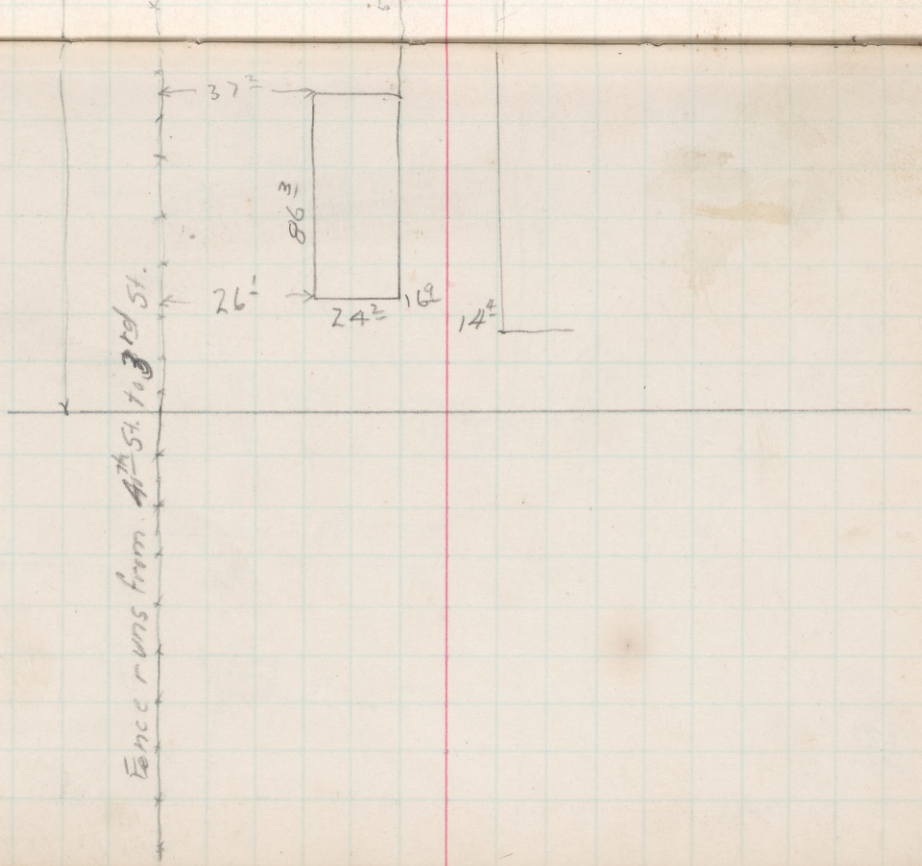
3+25½ End Shed.

2+38⅝ Lbr. Shed.

2+27½ Bg. Lbr Piles.

2+18⅜ Prop. Line

0+00 E.L. Stone Winery.



Milani

Spur for W. A Adler

Mar. 1914

39

Prop. Line

3 + 57^{8} End Spur

3 + 57 Lbr pile Rt.

200°

14°

3 + 50 Lbr. pile on Lt.

16°

	Lt.			Rt
0+00		$\frac{0^{3}}{10}$	$\frac{00}{00}$	$\frac{00}{6^{0}}$
0+50		$\frac{-0^{8}}{10}$		$\frac{-0^{4}}{10}$
1		$\frac{-0^{9}}{10}$		$\frac{-1^{0}}{10}$
+50		$\frac{-0^{7}}{10}$		$\frac{-1^{0}}{10}$
2		$\frac{-1^{2}}{10}$		$\frac{-1^{3}}{10}$
+50		$\frac{-0^{9}}{10}$		$\frac{-1^{0}}{10}$
3		$\frac{-1^{0}}{10}$		$\frac{-1^{2}}{10}$
+50		$\frac{-1^{2}}{10}$		$\frac{-1^{2}}{10^{0}}$

Milani — Spur for W. A. Adler — Mar. 1914

	+	⌀	−	Elev.	40
0+00	4^{08}	14^{08}	4^{08}	10^{0}	Top Rail 10° Assum.
0+50			3^{95}	10^{13}	
1			3^{85}	10^{23}	
			3^{65}		
+50			3^{95}	10^{13}	
2			3^{95}	10^{13}	
+50			3^{9}	10^{18}	
3			4^{0}	10^{08}	
+50			4^{3}	9^{78}	

49 ft out.

627+30						-6^{1} / 58	-16^{3} / 48	-18^{5} / 42	-18^{6} / 30	-0^{4} / 12	00 / 00		Pepperwood tree 1 ft dia 46 ft out.
627+10°						5^{0} / 70	-16^{1} / 56	18^{3} / 52	18^{5} / 41	10^{4} / 30	-3^{6} / 11	0^{2} / 9°	00 / 00
626+90						-5^{0} / 100	-6^{2} / 65	-11^{0} / 53	-18^{3} / 50	18^{3} / 40	-8^{3} / 25	-0^{2} / 11°	00 / 00
626+80				-5^{0} / 90	-6^{3} / 70	-9^{6} / 60	-12^{2} / 53	-18^{5} / 48	-18^{0} / 37	-0^{2} / 17	0^{4} / 5	00 / 4°	00 / 00
626+70			-5^{0} / 100	-6^{3} / 65	-11^{4} / 61	-13^{3} / 51	-19^{4} / 49	-18^{5} / 39	-11^{0} / 29	-0^{2} / 16°	-0^{4} / 5	00 / 4°	00 / 00
626+60			-4^{5} / 150	-6^{2} / 100	-11^{5} / 57	-18^{3} / 52	-19 / 50	-18^{5} / 43	-5^{6} / 28	-4^{1} / 25	-0^{1} / 15		00 / 00
626+50		-4^{0} / 150	-6^{1} / 100	-11^{5} / 63	-18^{6} / 57	19^{3} / 51	18^{7} / 45	-8^{7} / 31	-5^{4} / 28	-4^{1} / 22	00 / 15	00 / 4°	00 / 00
626+06³	-6^{0} / 130	-10^{7} / 109	19^{1} / 102	20^{2} / 90	-20^{2} / 64	-12^{2} / 62	-11^{8} / 50	-5^{0} / 33	-4^{2} / 22	-0^{5} / 13	00 / 4°	00 / 00	

1 ft. dia willow 58 ft out

Cross Sections - Manor -

Mar 31, 1914.

△ 629+06 3/5 — 33 2/5 Lt. fence Cor.

△ 631+98 1/5 — 35 35/100 Lt. " "

630+07 1/5	-6 / 91	-7 / 45	-18 / 40	-17 6/10 / 27	-5 3/10 / 22	-0 3/10 / 12	+0 5/10 / 9	+0 8/10 / 5
630+90	-6 1/10 / 60	-7 / 47	-16 / 45	-16 / 44	-15 6/10 / 31	13 11/10 / 27	-6 7/10 / 17	+0 8/10 / 9
631+70			-6 5/10 / 60	-16 9/10 / 56	-18 2/10 / 32	-18 / 30	-14 / 20	0 4/10 / 10
631+50			-6 3/10 / 61	-12 5/10 / 58	-18 3/10 / 53	-17 9/10 / 33	-15 / 30	0 4/10 / 10
631+40			-6 2/10 / 60	16 3/10 / 53	-18 / 49	-17 9/10 / 33	-6 6/10 / 17	-0 4/10 / 10

Note ½ doz small willow trees from 2-4 in dia on track side of creek.

Maple tree 1½ ft dia. 40 ft out.

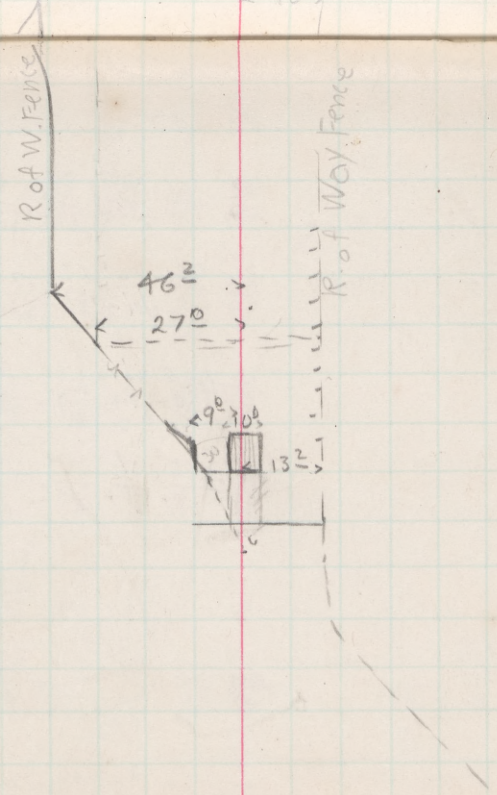
624+24Z Fence ∠

+84 24" Concrete Pipe

+

+36 Cat. Guard (Slat)

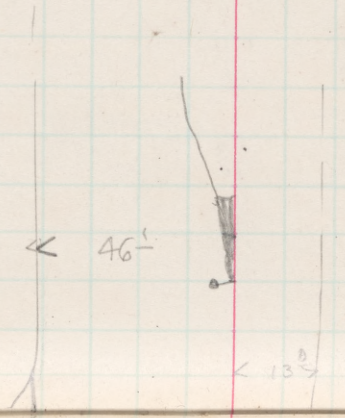
623+26 Intersec Fence Lt.



Manor.

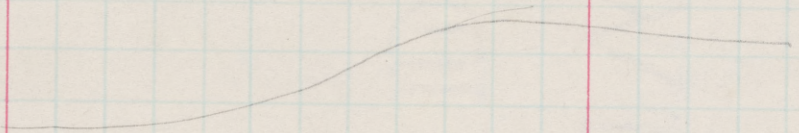
+892

626



628	00/00	00/14	-05/15	-10/26	+05/29	-33/39	-40/46	
627	00/00		04/22	-38/32	-52/46			
626	00/00		-04/22	-50/34	-58/46			
625	00/00		00/24	-64/36	-68/46			
+50	00/00		00/18	-10/22	-78/33	-78/46	Co Road	
624	00/00		-03/22	-61/34	-57/46	-55/60		
+36	00/00		-02/26					
623+00	00/00		-02/12					

Manor



on Rt of ℄ Line

644+50 T.B./138 T.B./58 -2/42 00/30

644 T.B./178 T.B./78 fence/29

643 T.B./154 T.B./94 fence/30

642 T.B./111 T.B./41 fence/29

-1.5/30 -2.8/12 11°

+75 fence Break

641+50 -4.4/37 -6.2/22 -2.4/12

-12.2/21 -6.5/17 -0.4/10

641

640 -13.0/30 -11.0/24 -9.1/20 -6.8/16 -0.8/6.0

+50 Bak/25 f./13.3

639 Bak/28 f./18

+50 Bak/23.5 f/23.5

638 Top Bak/43 -3.0/40 fence/27

19.9
9.4
20.5
5.5
15.0

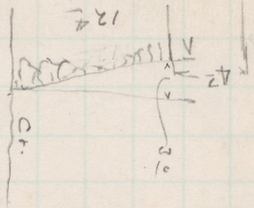
Bot. Cr.

B.R.

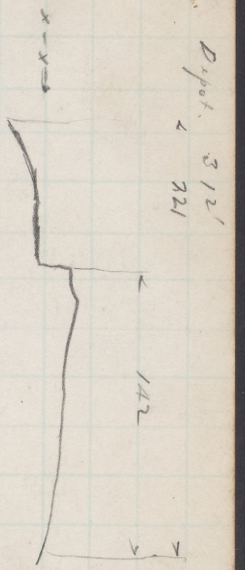
34°

7.2 from Bas. R. to N.W.

15.2 from Cr. Bot to Base Rail



Manor.



647

+50

Top B. / 65

T.B. / 6

P.B. / 93

Back / 95

646

+50

645

T Back / 20 — 00 / 19 — -1º / 12 — ← 10° → +01

← 30 → 644+765

644+50 — T.B. / 138 — -2º / 58 T.B. — -2º / 42 — 00 / 30 — 0º / 00

644 — T.B. / 178 — T.B / 78 — fence / 29

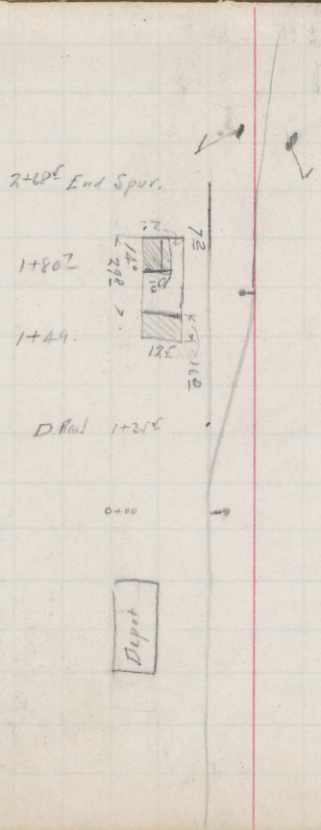
+47^{1} Sem 4 Sigs. 184-18?

606.

605+85^{5}

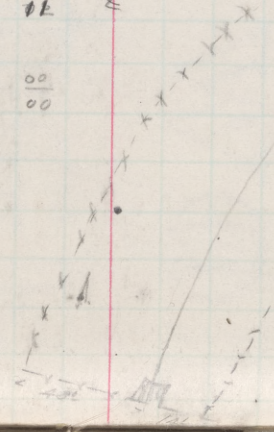
+94^{6} Frog. #7°40'

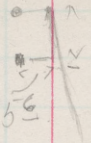
604+31^{2} P+Sr.



Fairfax Extension of Spur

608+50		+10 8/39	+5 3/31	+2 9/27	+0 3/20	+2 3/15	00/10	00/7 =
608		+9 3/39	+5 3/35	+1 9/26	+0 3/19	+1 9/14	00/11	00/6 =
	+50			+5 3/40	+1 0/33	+0 3/26		00/6 =
607+25		+3 0/43	+2 2/34	+3 0/28	00/22	+0 8/13	00/11	&
607	C. Road	+5 0/60	+3 4/46	+1 3/42	+1 9/26	+0 3/21	00/00	
	+50	Co. Pole.	37 =					
	+38 8	Tel Pole. W U.	42'					
607+034		C G Stat.						





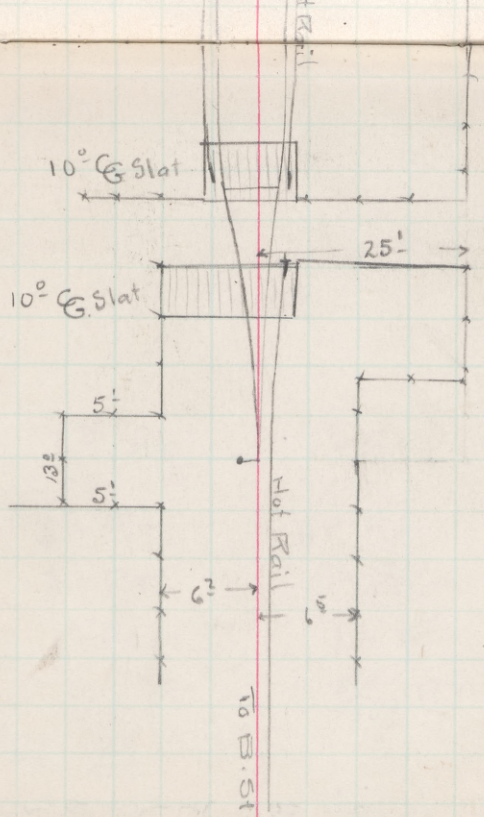
2+50.00 E.C.		9.7 Rt		
+50		7.95 Rt.	7.95 Rt	7.8 Rt.
2+13.2	E Line Johnson St.			
2+00		5.8 Rt	5.7 Rt.	5.7 Rt.
1+50		3.2 Rt	3.3 Rt.	3.2 Rt.
1+00		1.6 Rt.	1.4 Rt.	1.6 Rt
0+50		℄ old 4/10 Rt	3/10 Rt	35/100 Rt
0+00	B.C 2° Rt Track	℄ New = ℄ Old a IV B & E.C.		
		E.B	W.B	Drill

Sausalito 2° degree Curve at Johnson St.

(46)

597 + 99.8 Pt. frog
+01.0 End Hot Rail Lt & Rt.
+03.8 ℄ Slat.
+24.8 End Hot Rail + ℄ Rt.
598 + 26.2 End fence Lt.

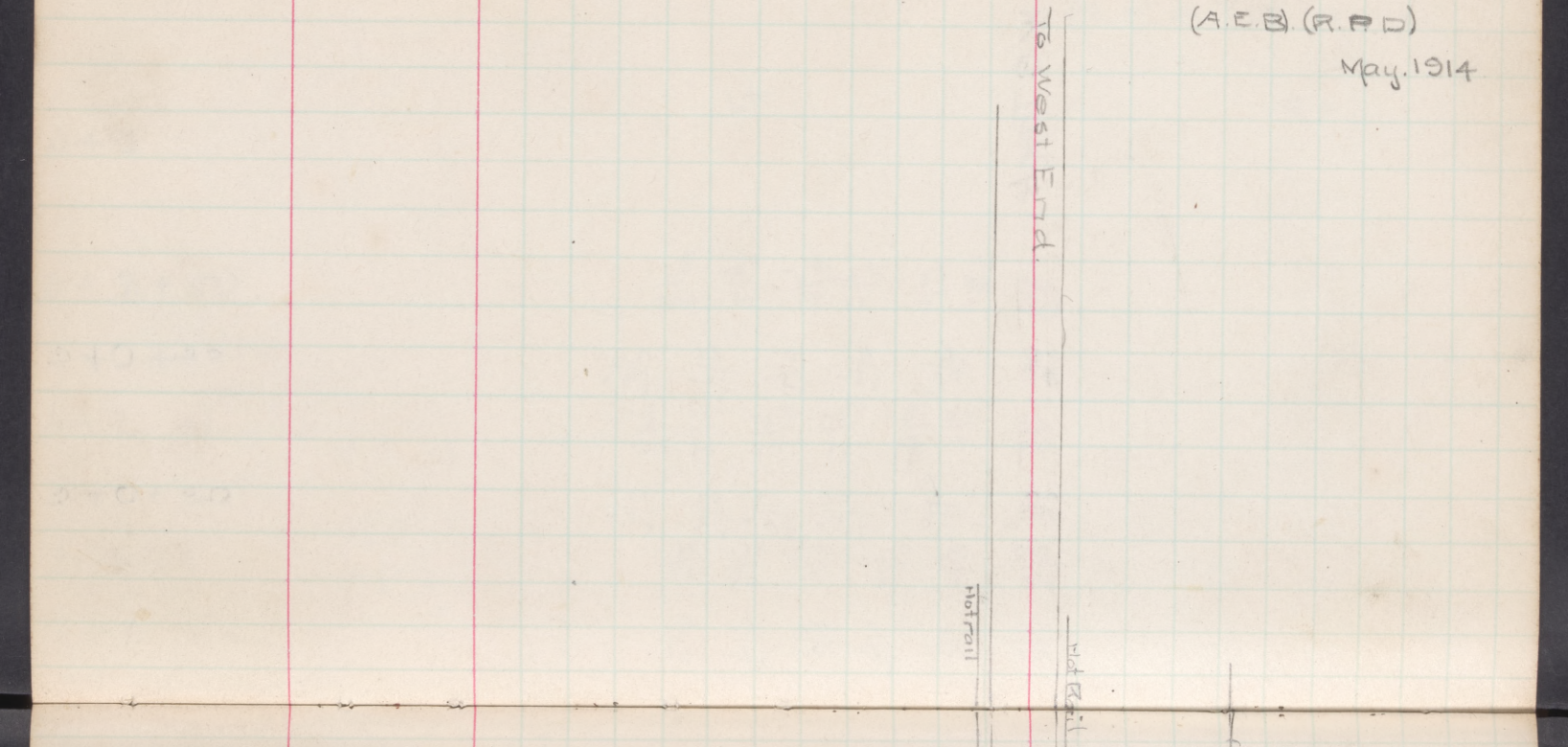
598 + 58.0 Break fence Lt.
598 + 69.6 fence break Rt.
598 + 76.5 Pt. Sw.



B. St. – West End. – Exposed Power Rail. 47

(A.E.B.) (R.P.D.)

May. 1914



341 $\frac{-3^{0}}{22}$ $\frac{-4^{2}}{17}$ $\frac{-5^{1}}{10}$ $\frac{-1^{0}}{7}$ $\frac{00}{4}$ $\frac{00}{00}$

340+50 $\frac{-2^{2}}{22}$ $\frac{-2^{3}}{20}$ $\frac{-4^{4}}{17}$ $\frac{-5^{5}}{10}$ $\frac{00}{7}$ $\frac{00}{00}$

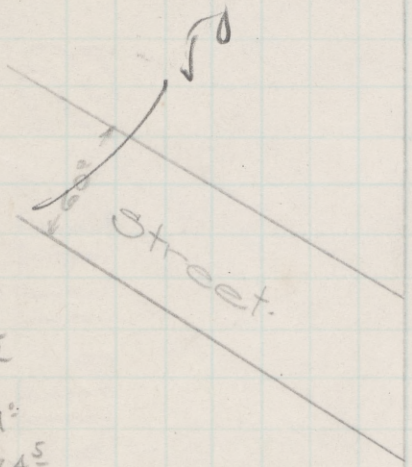
340+00 $\frac{-2^{1}}{22}$ $\frac{-2^{1}}{17}$ $\frac{-5^{0}}{13}$ $\frac{-3^{2}}{9}$ $\frac{00}{7.}$ $\frac{00}{00}$

C W B Track.

Larkspur Cross Sections

(A.E.B.)(R.P.D.)

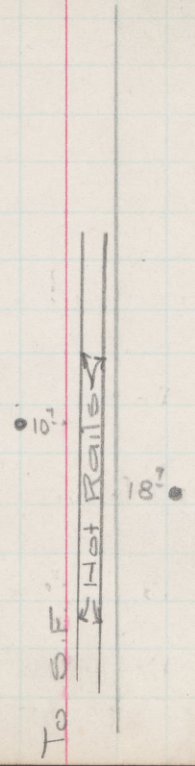
	Lt.						Rt.
343						00/00	
342+50	-3 4/22	-4 0/21	-5 3/19	-5 2/11	-0 5/7	00/4	00/00
342	-3 2/22	-3 2/20	-5 2/19	-5 2/10	-0 5/7	00/4	00/00
341+50	-3 2/22	-3 2/20	-5 0/18	-5 2/10	00/7	00/00	



0+34 Pole Lt. (Tel) 342+08 5/

0+22 5/ Pole Rt (Tel.) 341 + 97 5/

0+00 W.L St. P.I. = 341+74 5/



Larkspur. Cross Sections May. 1914

Lt. Rt

Street Level.

341+50

-2 5/24	-3 0/20	-4 9/19	4 6/11	00/8	0 0/00	00/5	-1 3/6	-1 11/9	-5 1/14	-5 4/25

+75

-2 6/23	-4 5/19	-5 7/12		00/10	0 0/00	-0 0/5	-1 0/6	-1 0/9	-4 3/13	-5 4/25

342

-3 1/22	-3 1/20	-5 0/19	-5 0/10	00/9	0 0/00	-00/42	-1 0/5	-1 1/9	-5 0/14	-5 6/25

+25

-4 0/22	-5 0/19	-4 9/10	00/7	0 0/00	-0 5/9	-5 4/14	-5 1/25

551

+86^{1} br in fence Rt.
+84^{8} fence br ℄

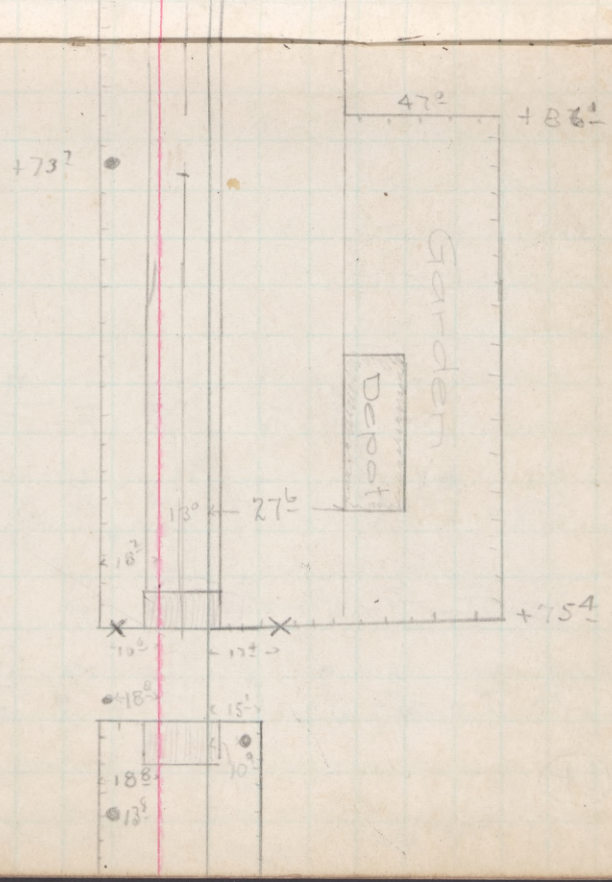
+72^{1} fence br ℄

+14^{6} W.L. Depot.

550
+82^{7} } — Bg plat.
+72^{2} } ℄ → B.g. ℄ fence

+24^{4} Xing sign
+16^{1} }
+06 } ℄ P.G.E. Pole +12^{5}

49
48 +93^{0} Sig. Line pole



Highland Sta Plan.

June 14.

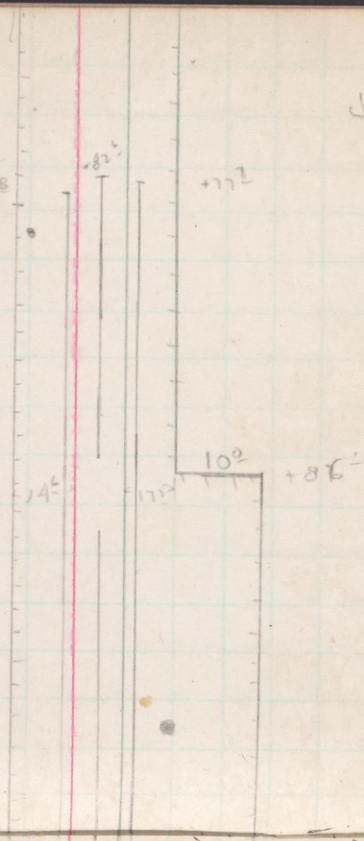
+81.6 End fence ℄.
+77.4 End plat Rt.
+74.8 End plat Lt.
+51.4 Pole Lt.

552

+95.5 Bg fence ℄.
+86.1 Br in fence Rt.
+82 End fence ℄

+17 Pole

551



434 + 36 5		0.04	4.75
+ 86 5		0.19	4.76
433 + 36 5	T.C. 48°57½'	0.21	4.78
+ 86 5		0.63	4.75
432 + 36 5		0.97	4.75
+ 86 5	C.C. 8° Lt.	0.79	4.76
+ 56 5		0.64	4.76
431 + 26 5		0.56	4.73
+ 96 5		0.42	4.74
+ 66 5		0.21	4.73
+ 36 5		0.06	4.76
430 + 06 5		0.09	4.73
429 + 76 5	B.C.T.2	on ℄	4.73
429 + 50	P.O.T.	"	4.72
428 + 50	"	"	4.72

Sears Point. July 2nd – 1914

Alignment of Curve west of.

(51)

Eng. Sta.		Track off center Lt.	Rt.	Gauge	
442+00	P.O.T.	on ℄		4.72	
439+00	P.O.T.		0.04	4.72	
+98 5	E.C.	0.21		4.72	
+68 5		0.29		4.73	
+38 5		0.32		4.73	
437+08 5		0.21		4.72	
+78 5		0.12		4.73	
+48 5		0.06		4.73	
436+18 5		0.16		4.72	
+88 5	C.C.T.2	0.14		4.74	
435+36 5		0.24		4.75	
+86 5		0.1		4.72	Car derailed here, going west.
434+36 5		0.04		4.75	
+86 5			0.10	4.76	

+33 5		4.92	4.55	4 73	5 10
+18 5		4.95	4.6	4 70	5 05
436+03 5		4.98	4.66	4 67	4 99
T.P. 4.229	9.010	4.870		4.781	
+88 5 C.C.		4.39	4.05	4 62	4 96
+62 5		4.42	4.1	4 59	4 91
+36 5		4.52	4.13	4 49	4 88
435+11 5		4.63	4.28	4 38	4 73
+86 5		4.83	4.45	4 18	4 56
+61 5		5.05	4.73	3 96	4 28
+36 5		5.38	5.02	3 63	3 94
434+11 5		5.75	5.32	3 26	3 69
+86 5		6.1	5.65	2 91	3 36
+61 5		6.35	5.95	2 66	3 06
+36 5		6.61	6.28	2 40	2 73
433+11 5		6.99	6.6	2 02	2 41

Sears Point.

July 2nd - 1914

(51)

Levels over Curve West of.

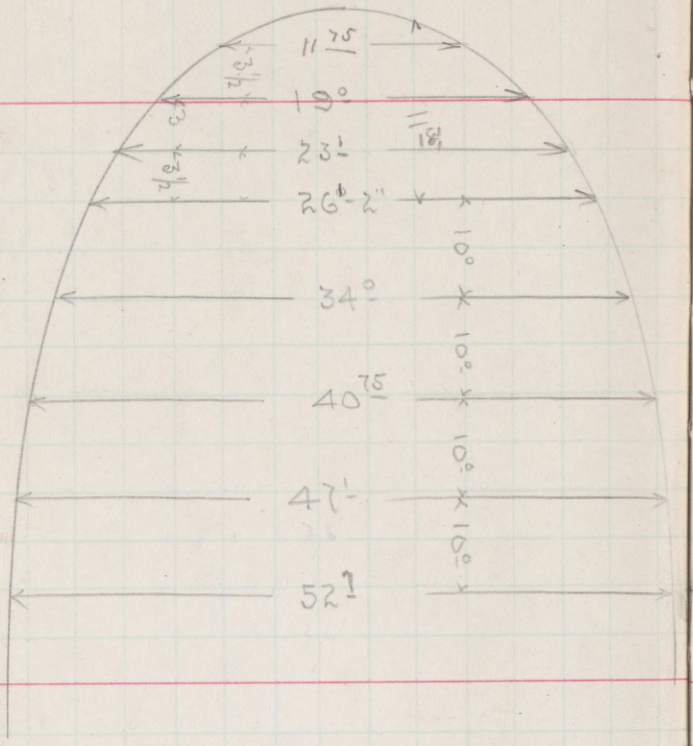
Sta. +	℄	Ins. & Outs Rail		Elevations Inside Rail	Outside Rail
B.M. 442+28 5	Top of Rail P.S.			5° Assumed	
	4 651	9 651			
437+98 5 E.C.		5 1	4.74	4 55	4 91
+83 5		5°	4.66	4 65	4 99
+68 5		4.94	4.64	4 71	5 01
+53 5		4.94	4.6	4 71	5 05
+38 5		4.93	4.55	4 72	5 10
+23 5		4.9	4.5	4 75	5 15
437+08 5		4.84	4.5	4 81	5 15
+93 5		4.84	4.49	4 81	5 16
+78 5		4.82	4.5	4 83	5 15
+63 5		4.85	4.52	4 80	5 13
+48 5		4.9	4.55	4 75	5 10
+33 5		4.92	4.55	4 73	5 10
+18 5		4.95	4.6	4 70	5 05

+ 81 5		4.63	4.26	0 37	1 29
+ 66 5		4.67	4.31	0 36	1 24
+ 51 5		4.66	4.36	0 30	1 19
+ 36 5		4.7	4.4	0 35	1 15
+ 21 5		4.74	4.42	0 32	1 13
430+ 06 5		4.75	4.46	0 29	1 09
+ 91 5		4.74	4.53	0 21	1 02
429+ 76 5	B.C.	4.75	4.55	0 20	1 00
+ 50		4.79	4.6	0 16	0 95
429+00		4.78	4.64	0 17	0 91
428+50		4.75	4.71	0 10	0 84

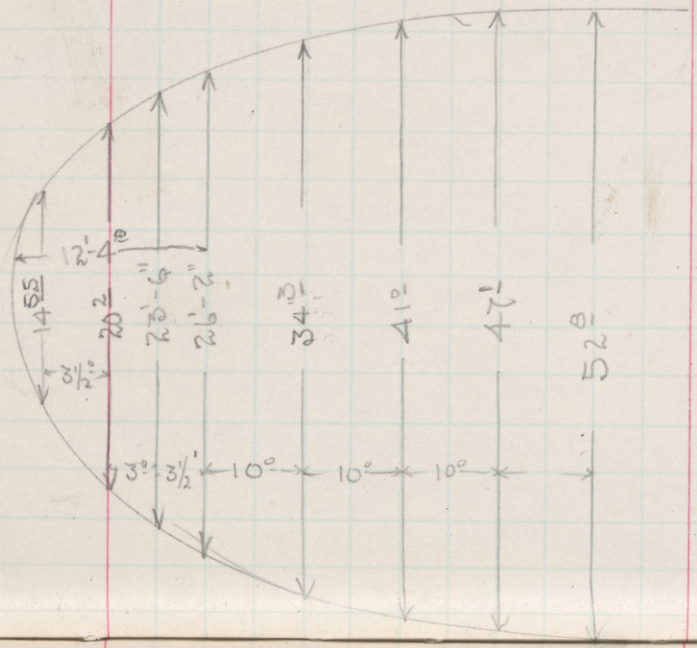
Sears Point. July 2nd 1914

Levels over Curve west of.

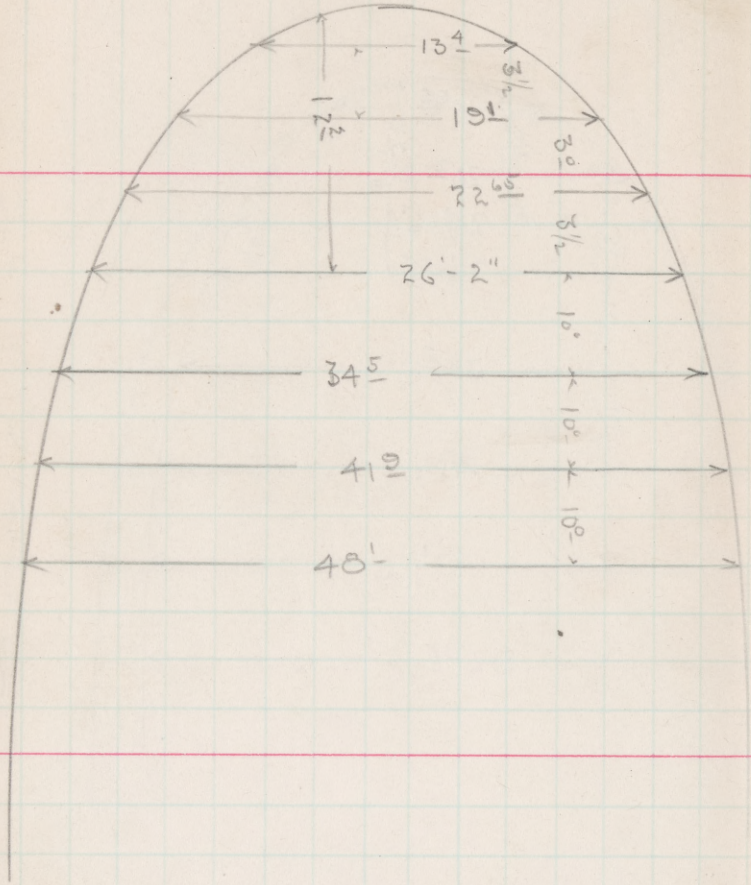
Sta. +	℄	Ins. & Outs. Rail		Elerations Insider.	Outs. Rail
	9.010				
432+86 5		7.29	6.89	1.72	2.12
+61 5		7.50	7.12	1.51	1.89
+36 5		7.62	7.25	1.39	1.76
T.P. 4.03	5.548	7.492		1.518	
432+11 5		4.29	3.91	1.26	1.64
431+86 5 C.C.		4.30	3.99	1.25	1.56
+71 5		4.34	4.04	1.21	1.51
+56 5		4.35	4.05	1.20	1.50
+41 5		4.4	4.1	1.15	1.45
+26 5		4.49	4.13	1.06	1.42
431+11 5		4.52	4.16	1.03	1.39
430+96 5		4.59	4.2	0.96	1.35
+81 5		4.63	4.26	0.92	1.29


11 75/
19°
23½
26° 2"
34°
40 75/
47½
52 7/
10°
10°
10°
10°
O.F End

Str Ukiah

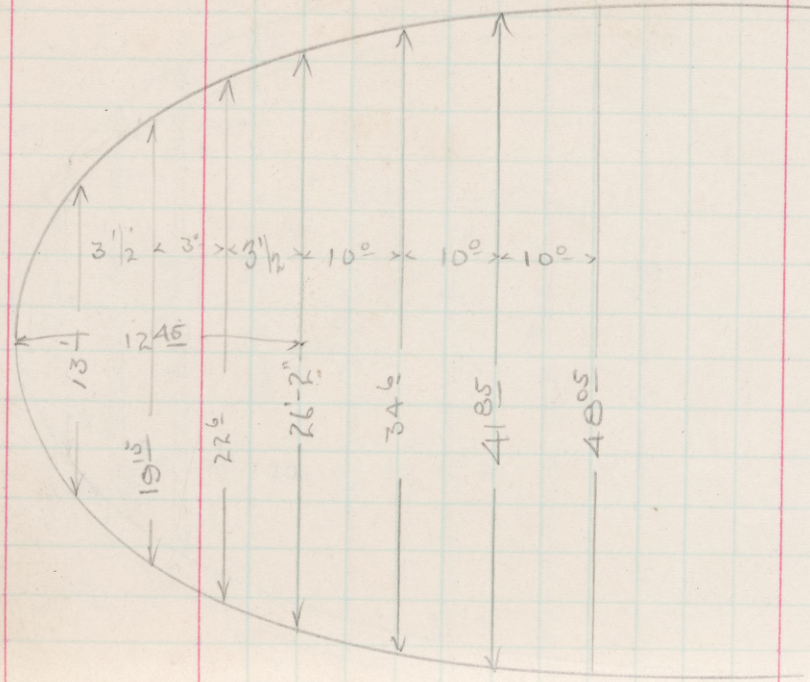


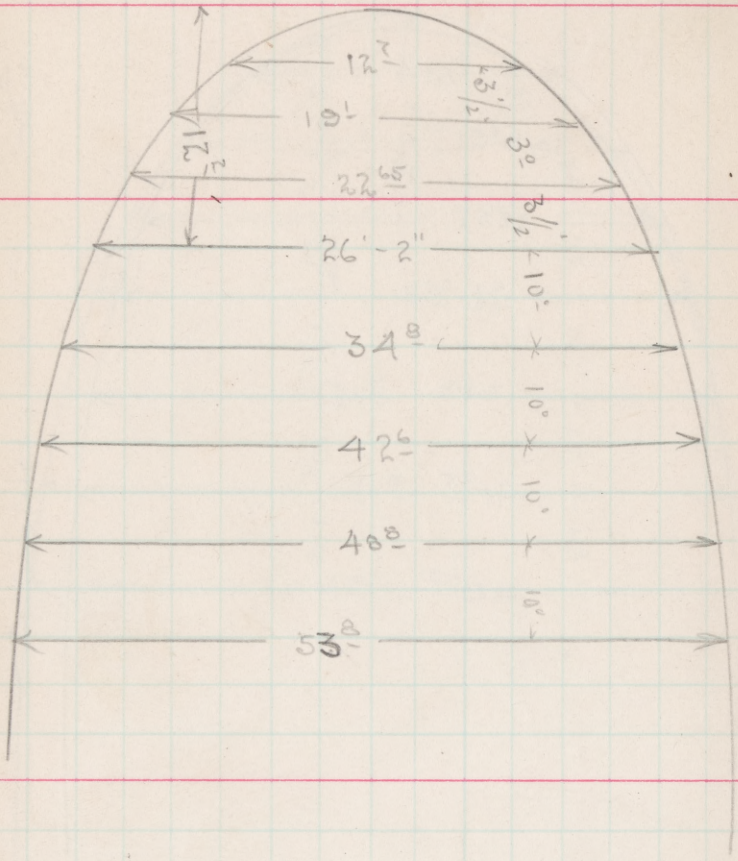
Sausalito
End



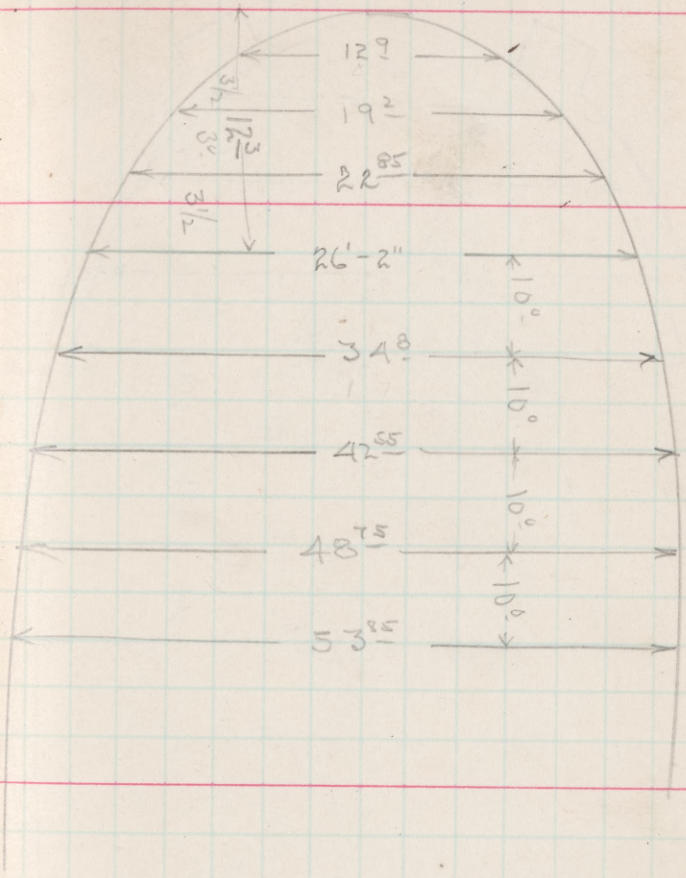
13 4
3 1/2
12 2
19 1
3 0
22 65
3 1/2
26'-2"
10 0
34 5
10 0
41 9
10 0
48 1

Str. Sausalito.

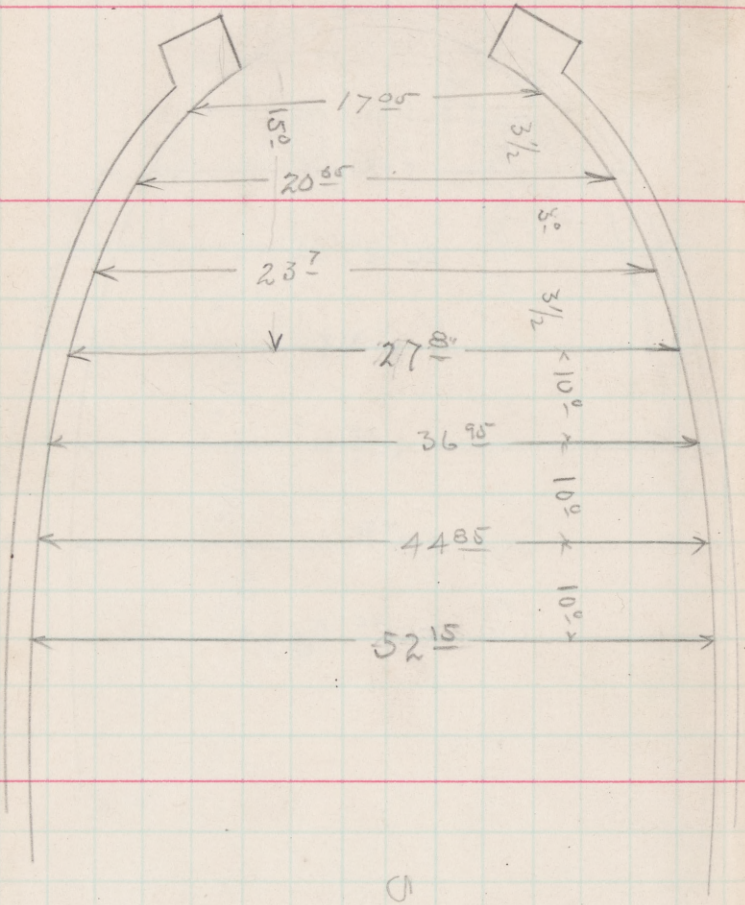



12"
3 1/2"
19"
3"
17"
22 5/8"
3 1/2"
26' - 2"
10"
34 8"
10"
42 6"
10"
48 8"
10"
53 8"

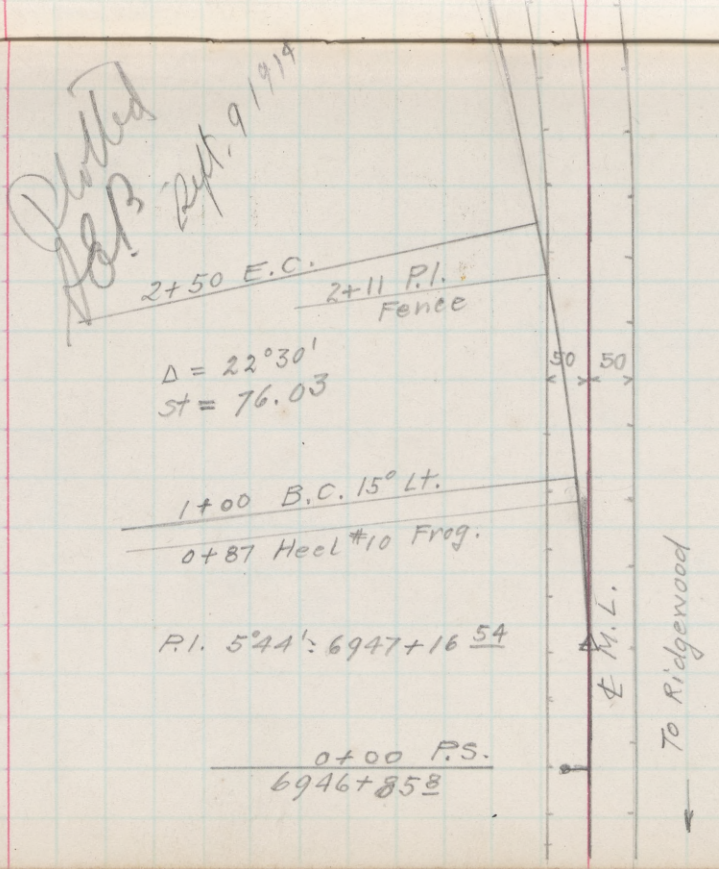
Otr Gazadera.



Apron.



Slip #1
Sausalito

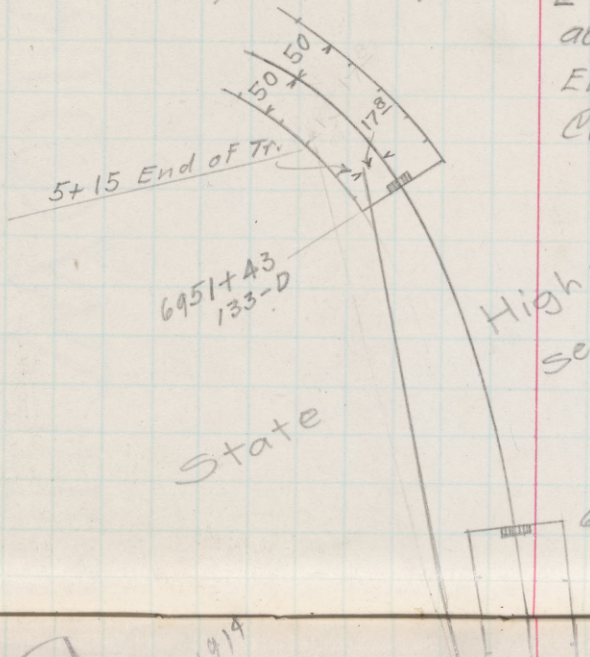

Plotted
Sept. 9 1914
2+50 E.C.
2+11 P.I.
Fence
Δ = 22°30'
St = 76.03
50 50
12° Clearance at 1+30
1+00 B.C. 15° Lt.
0+87 Heel #10 Frog.
P.I. 5°44' = 6947+16 54
℄ M.L.
To Ridgewood
0+00 P.S.
6946+85 8

Ridgewood.

Temporary Spur east of Ridgewood for State Highway Commission.
Sept. 8th – 1914

[Alignment and Grade accepted by F.W. Hazelwood, Engineer of Highway Commission.]

Main-Line	Alignment
6954+09 49	E.C.
6953+34 49	C.C. T-4
6949+00 6	C.C. 15°Lt.
6948+25 6	B.C. T-4
T.C. 76°20'	
St+t = 338 58	



4+00		$7\frac{5}{}$	$1748\frac{6}{}$		$\frac{+0\frac{5}{}}{8}$		$\frac{0}{0}$	$\frac{-0\frac{5}{}}{8}$	
+50		$10\frac{6}{}$	$1745\frac{5}{}$		$\frac{+2\frac{1}{}}{8}$		$\frac{0}{0}$		$\frac{-0\frac{2}{}}{8}$
5+00		$10\frac{7}{}$	$1745\frac{4}{}$			$+3\frac{3}{8}$	$\frac{0}{0}$	$-1\frac{1}{8}$	
+15		$10\frac{1}{}$	$1746\frac{0}{}$		$+3\frac{3}{8}$		$\frac{0}{0}$		$-2\frac{7}{6}$

Plotted 1-8-13 Sept 10, 1914

Subgrade established.

Sta.	Elev.	Grade
0+00	$1753\frac{4}{}$	
		-2%
1+00	$1751\frac{4}{}$	
		-1%
4+50	$1747\frac{9}{}$	
		Level
5+15	$1747\frac{9}{}$	

Ridgewood.

Temporary Spur east of Ridgewood for State Highway Commission. Sept. 8th—14

Sta.	+	⊼	−	Elev.	Lt.	℄	Rt.
6947	2°	1756 1/4		1754 1/4 (Top of Rail)	1½:1		
0+87			4 2/4	1751 2/4		0/0	
1+00			4 2/4	1751 2/4			
+25			5 1/4	1750 4/4	1:1		
+50			2 5/4	1753 6/4			
+75			1 6/4	1754 5/4		0/0	
2+00			4 1/4	1751 4/4	+2 3/6	0/0	−2 3/6
+25			7 4/4	1748 1/4	+2°/6	0/0	−2°/6
+50			7 1/4	1748 4/4	+2 3/8	0/0	−2 1/8
3+00			8 3/4	1747 3/4	+1 5/8	0/0	−1 5/8
+50			6 1/4	1750 0/4	+1°/8	0/0	−1 6/8
4+00			7 5/4	1748 1/4	+0 5/8	0/0	−0 5/8
+50			10 6/4	1745 5/4	+2 1/8	0	−0 3/8

3√1.8 = 7√#
25.0 N T. Rail
60.0 on Pts.
60.0 Swgs.
496.8 ✓

248.4
124.8
1236

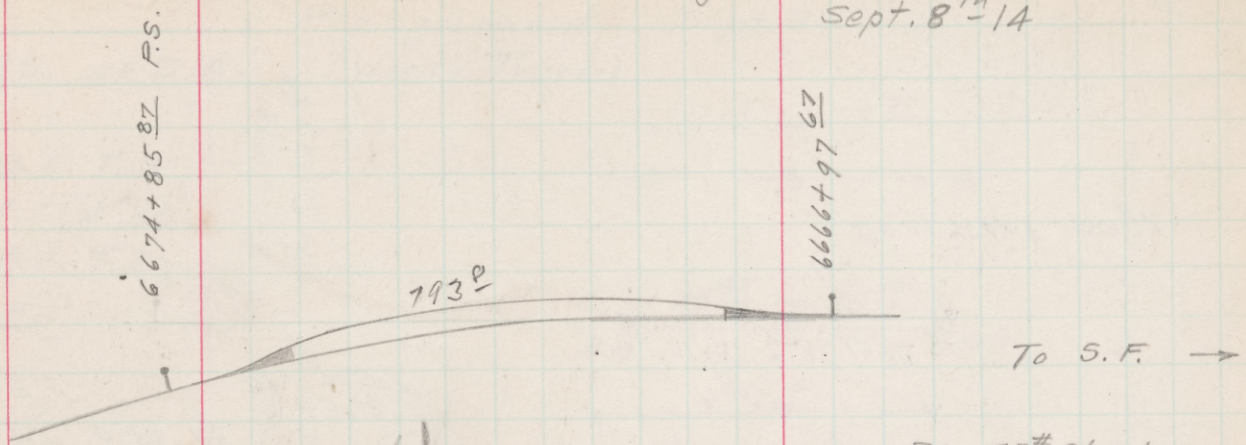
793.8
1587.6

30
25
10
115

1277
1248
2√2.5
2√2.5
√05.0
115.
390.0

Hillpass - Siding

Sept. 8th 14



0+00 P.S. 75# steel
1+16 5 75#/65# Taperrail
+24 8 65# Steel
Lead 78°
№10 Spring Frog 15° long.

checked
HS 9-10-14

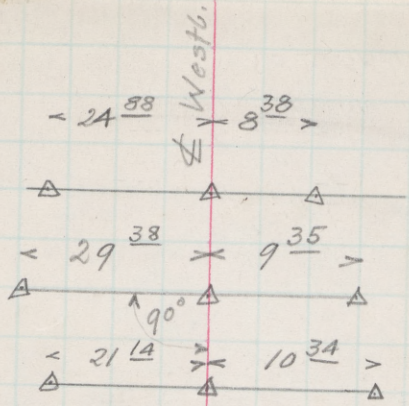
0+00 P.S. 75# steel
1+19 4 75#/65# Taperrail
+27 1 65# steel
Lead 78°
№10 spring Frog 15° long.

$\Delta = 2°53'$

549+50 53 C.C. 0°52' Rt. T.C. 8°41'
$\Delta = 1°18'$ St = 435 84

551+00 53 C.C. 1° Rt.
555+50 53 E.C. $\Delta = 4°30'$

564+68 33 B.C. 0°44' Rt.
569+18 53 E.C. $\Delta = 3°18'$
St = 225 07



See next page.

San Anselmo — Shaver St.

Realignment. Sept. 22nd - 26th - 1914

512+10 2 P.S. at S.A. (West b. Track)

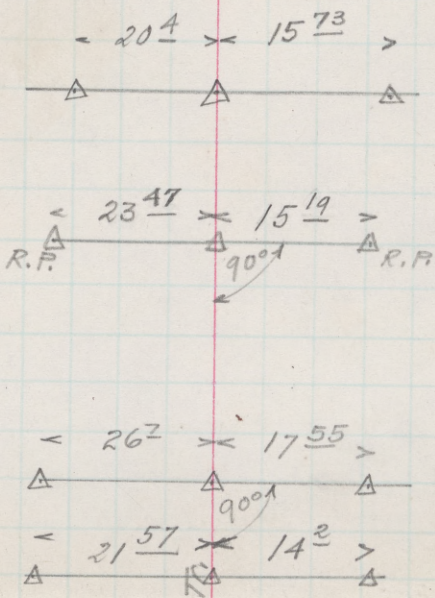
532+11 1 B.C. T. 2
3+01 1 C.C. 4° Lt.
4+68 6 C.C. T. 2
535+58 6 E.C.

T.C. 10°18'
St + t = 174 13

536+83 36 B.C. T. 1½
538+33 36 C.C. 4°30' Rt.
540+33 36 C.C. T. 1½
541+83 36 E.C.

T.C. 15°46'
St + t = 251 45

547+13 64 B.C. 1°13' Rt.
Δ = 2° 53'



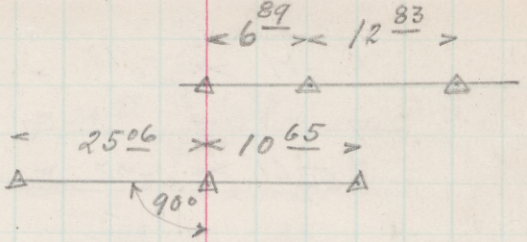
To San Anselmo →

549+50 53 C.C. 0°53' Rt. T.C. 2°41'

595+04 $\frac{66}{}$ B.C. 10°30' Lt.

$\Delta = 15°46'$; $St = 75\frac{58}{}$

596+54 $\frac{75}{}$ E.C.



San Anselmo – Shaver St.

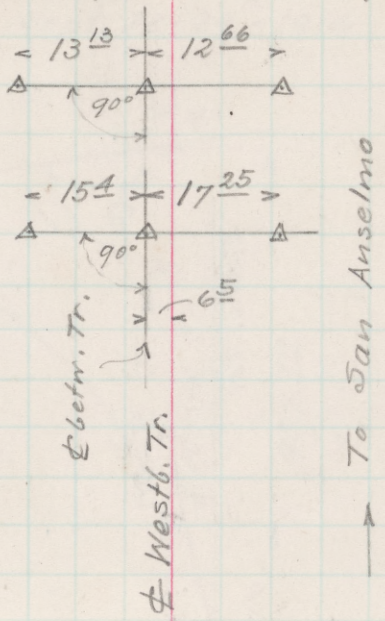
Realignment. Sept. 22nd – 26th 1914

575+34 23 B.C. T.1
576+24 23 C.C. 2° Rt.
578+14 23 C.C.T.1
579+04 23 E.C.

T.C. 5°36'
St + t = 185 12

Note: This Curve was run in on ℄ between Tracks.

586+02 85 W.L. of West End Depot

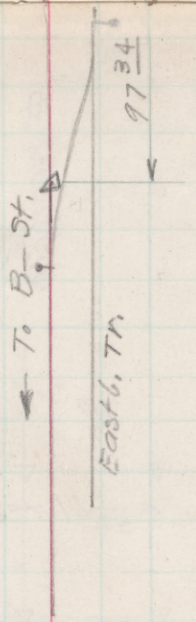


B.C.

623+96 L P.S.

623+00 56 P.O.T.

622+16 9 P.S.



B-St. to Union Depot.

Realignment Sept. 28-29th-1914

637+83 7 E.C. Δ = 5°14'

636+40 4 C.C. 3°39' Lt.

Δ = 16°20½' ✓

634+55 4 C.C. 8°50' Lt.

Δ = 33°00' ✓ 1079 13

631+55 4 C.C. 11° Lt.

Δ = 30° ✓

628+55 4 C.C. 10° Lt.

Δ = 23°22½' ✓

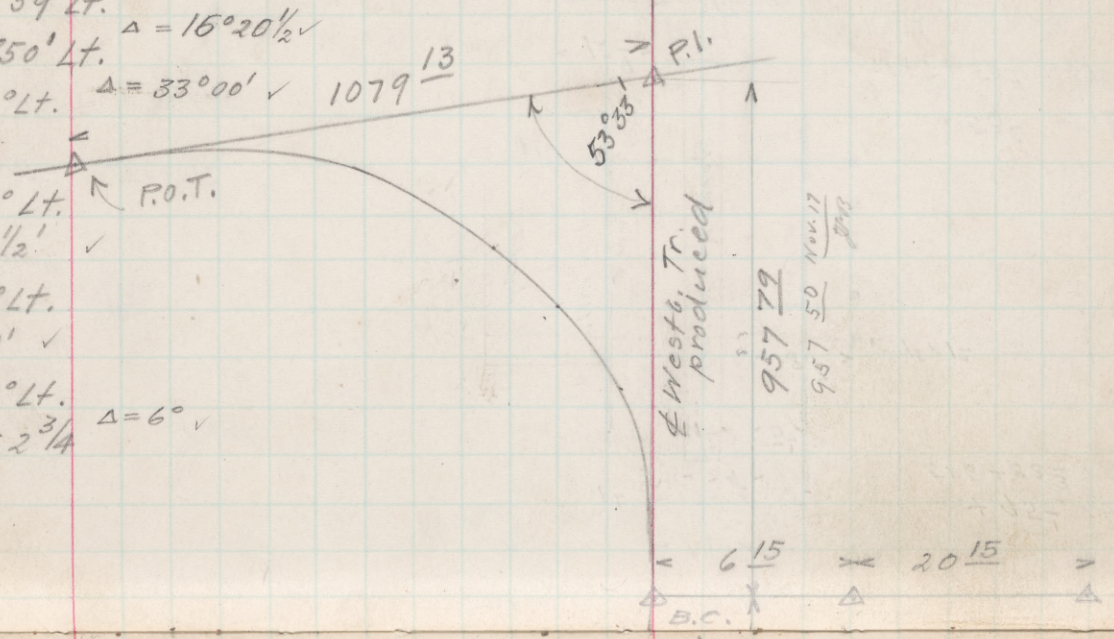
626+42 9 C.C. 11° Lt.

Δ = 12°30' ✓

625+17 9 C.C. 10° Lt.

623+97 9 S.C. T. 2 3/4

Δ = 6° ✓



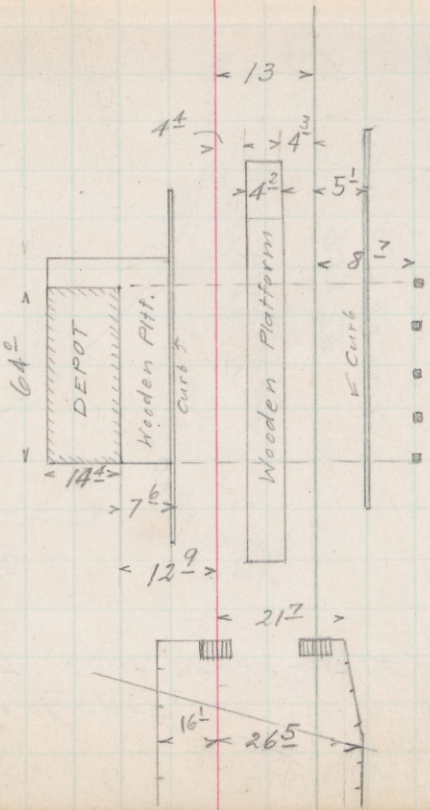
623+96 P.S.

+94.1 Curb	+99.2	+92.7
586+92.3 End	Platf. +77.9	+70.9

From Wilson's Notes 1915.

586+02.85	+08.4 W.L. Depot	586+01.9
585+51.6 Curb	+57.2	+50.2
+84.6 E.L.	17-K +90.2	+83.2
584+36	17-J +41.6	+34.6
584+32	+37.6	+30.6

← TO S.F.



+00.7

+95.1 +93.7

586+88.3 +86.2

+53.2 +51.8

585+50.9 +49.5

West-End.

(To Shaver St.)

Corrected to Reval.

Sept. 30th-14

589 +96.5 Curb +02.1

589 +85.4 Curb +91.0

589+71.1 End of Fence +76.7

+95.1

+84.0

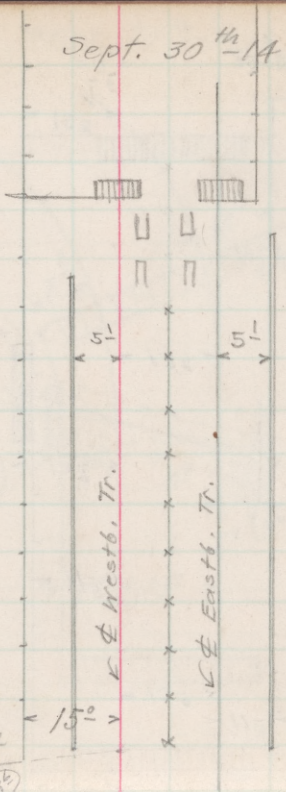
+69.7

(+07.6)

Beg. P.R. 591+09

End of Powerrail

590+94 (+92.6)



587+44.2 +49.8

+42.1 P.I. Fence +48.0

+42.8

+41.0

+36.6

+38.0

(+43.6)

592+93^{6} End of Powerrail +92^{2} 593+22^{3}

593+05^{2} E.L. C.G. 18-A +03^{8}

+41^{4}

+35^{8} } 17-M +34^{4}

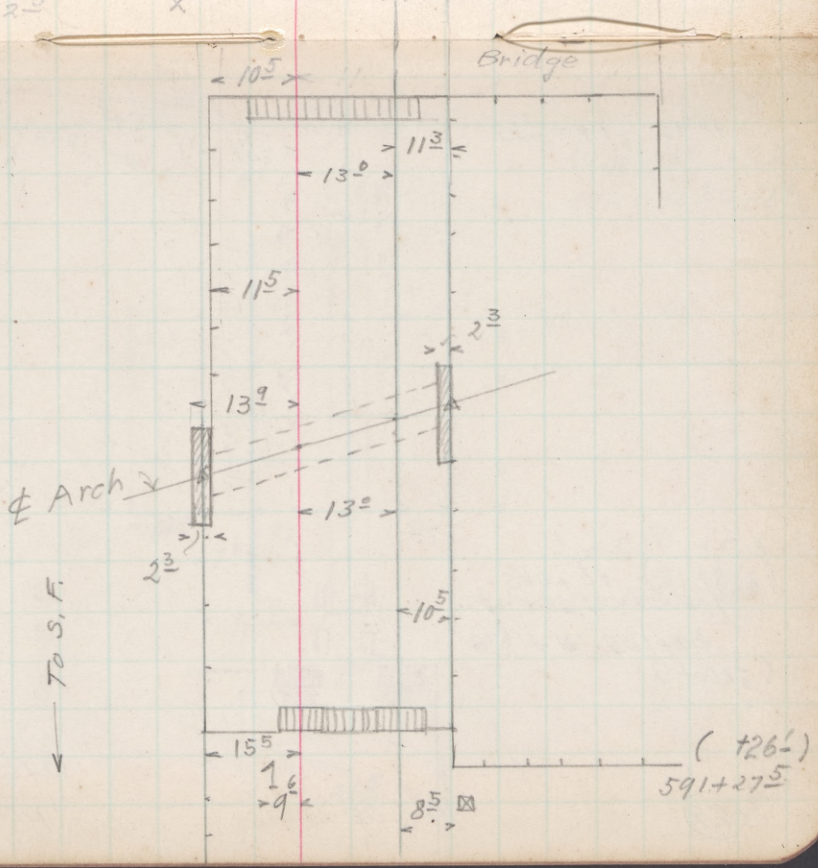
592+13^{5} } 13^{7}×6^{6} +12^{1}

19^{1}

+31^{5} W.L. C.G. 17-L 30^{1}

+28^{2} ↑ No 181 +26^{8}

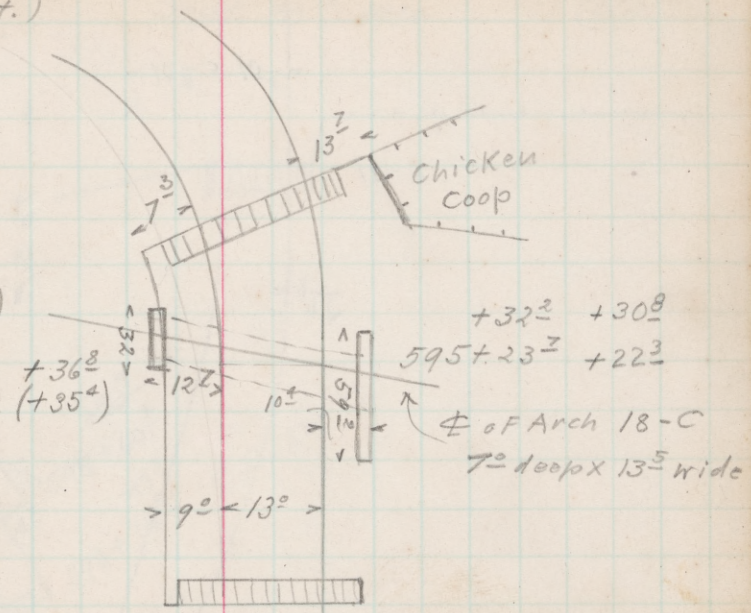
591+16 Preliminary +14^{6}



West-End

(To Shaver St.)

sept. 30th – 1914



+69 3 E.L. C.G. 18-D +67 9

595+60 5 End of Powerrail +59 1

(+48 3)

595+04 66 B.C. 10°30' Lt. +03 26 595+49 7

+32 2 +30 8

595+23 7 +22 3

+36 8
(+35 4)

+52 3

+46 7 Beg. Powerrail +45 3

593+38 9 W.L. C.G. 18-B +37 5

+44 5

593+21 6 +27 2 +20 2 20 9 10 9 39 5

592+93 6 End of Powerrail +92 2 593+22 3 7 7

Bridge

10 5

(+88^{9})

(+14^{6})

597+16^{0} End P.R. betw. Tracks

+95^{6} Beg. Powerrail on Lt.

(+94^{2})

+53^{35}

596+54^{75} E.C.

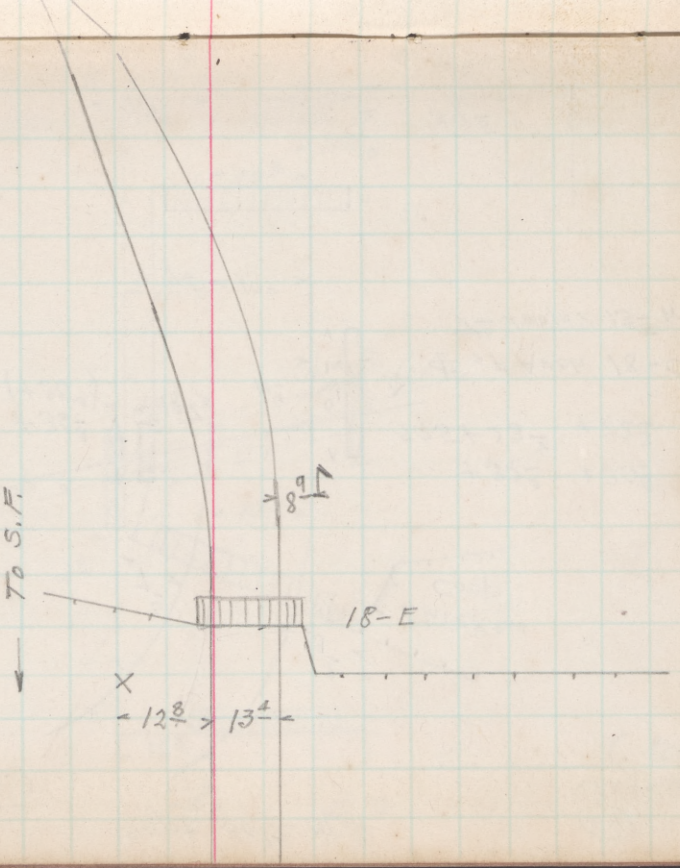
596+75^{0} Semaphore

+73^{6}

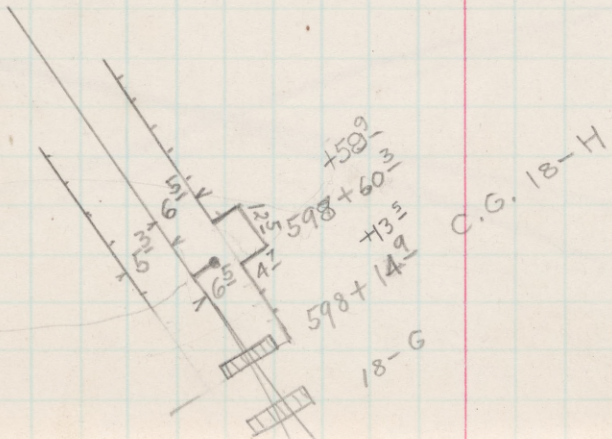
+30^{5} Beg. Powerrail +29^{1}

+20^{0} W.L.C.G. +18^{6}

596+11^{3} +09^{9}



E- Street Sept. 30th 1914 (65)



(65.6)
598+67 P.S.

(+92.7)
+94 E.L. C.G. 18-G

597+90.3 Pt. # 9 Frag
(+88.2)

$5 \geq B + 70 =$

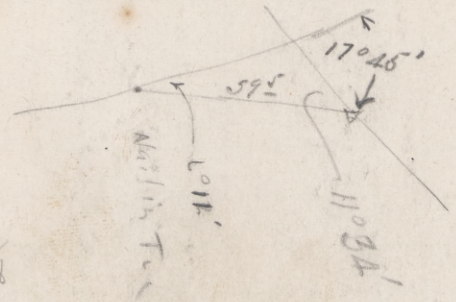
$5 \geq 8 \quad =$

13

39.70
36.89
2.81

19.72
6.89
12.83

73.28



536 + 83.36
35 + 58.60
1 + 24.76
73.28
51.48

15.5
19.5

11.05

10°
300